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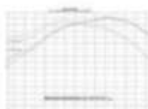
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ON THE COVER:

This photo of Daniel Pierce's low-9-second '03 Dodge Ram 2500 blasting down the track at Famoso Raceway was taken by Staff Editor

Trevor Reed at the 2015 NHRDA Spring Diesel Nationals where Daniel ran 9.220 seconds at more than 152 mph. See the full feature on page 80.



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 Editor **KJ Jones**
 Managing Editor **Courtney McKinnon**
 Content Specialist **Ed Sanchez**
 Staff Editors **Jason Gorderman**
Trevor Reed
Brett T. Evans

ART DIRECTION & DESIGN

Art Director **Mark Snyder**

MANUFACTURING & PRODUCTION OPERATIONS

VP, Manufacturing & Ad Operations **Greg Parnell**
 Senior Director, Ad Operations **Pauline Atwood**
 Archivist **Thomas Voehringer**

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Clean Slate



I HOPE BY now you've taken time to read and absorb our extensive coverage of Diesel Power Challenge 2015, either online at the Truck Trend Network website (trucktrend.com), or in the September and October '15 issues of the magazine. Honestly, I can't reiterate this enough: the Challenge...my first...was awesome, and I've pretty much been saying that to anyone who will listen (and even some folks who may not want to hear it).

If you *do* still read the physical magazine, you've no doubt seen the entry form for the 2016 event, as it's included in the aforementioned October issue. Yep, just as soon as we think we're "done" with DPC, we're right back in the mix, getting stars aligned for the next one.

I definitely learned a lot more about Diesel Power Challenge's *operations* strategies, nuances, and so on, and I think approaching our 12th edition of this ultimate test of man and oil-burning machines with at least a bit of a "clean slate" attitude will help make the event even better.

So, with that said, while the plan is to continue using a majority of the event's tried-and-true operations template, there will also be some things that are different—either changed slightly... or completely new. One of the changes is noted right in the language of that DPC 2016 entry document we hope you're filling out:

"For 2016, we're going to have you choose the 10 trucks to compete for the Diesel Power Challenge title."

That's right, we're having you select a full rack of new contestants—not the usual nine who would try and dethrone the reigning champion. Now, understand, this decision was not made to punish or take anything away from Lavon Miller or his outstanding achievements in any way. Lavon is a

fantastic champion and ambassador for Diesel Power Challenge and the diesel hobby. However, we just feel that winning back-to-back victories—or simply earning two DPC championships in any fashion—more than proves one's prowess, expertise, skill, ability, talent, and everything else, and that moving forward with a field comprised completely of non-winners or past champs

controversial) change to the Diesel Power Challenge—if it's implemented—will be switching our focus to vehicles that are more of the proverbial "real world." Examples of this include: newer/later-model trucks with diesels that make power while still retaining *all* of their original emissions equipment and aren't "deleted," "ECU-bypassed," or loaded with non-CARB-compliant accessories that, while promoting greater performance, do so in a manner that is now frowned upon by many.

Don't get me wrong, past competitors have certainly been capable of doing everything that's expected of them at DPC, including being somewhat "clean" by not spewing plumes of black exhaust into the atmosphere. However, given today's socioecological climate and even some of our own event-sponsors' concerns about the Challenge showcasing non-smog-compliant vehicles (without DPFs, EGRs, and such) driving on public roads, we're now in a position where some type of adjustment must be made.

"What will the change be?"

Honestly, I don't know just yet. And, with equal sincerity, I'd appreciate hearing your constructive thoughts...in favor of or even against (I guess I'll brace myself for that onslaught) amendments to DPC's long-standing overall structure. While I'm certainly a staunch advocate of leaving well enough alone, I recognize there are instances when change really is good. My inaugural Diesel Power Challenge experience showed me there is some tweaking that can be done (to the format, rules, administrative ops, and such). And, while I'm confident some updating will help make our great event even better, my commitment is to make sure those changes are good for everyone involved with DPC. 



with one DPC title (if they are voted in) is better for the event as a whole.

We're also looking into adding an additional day to Diesel Power Challenge. If this change goes into effect, DPC Week will open with "Features Day," which would be held on Monday. Making this important effort the only official activity on the first day of the Challenge will allow us to conduct full photo shoots of each truck and owner without having to rush or cut corners due to other schedule commitments for the same day (namely the ATS Diesel Performance Dyno Shootout).

I guess the biggest (and possibly most

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Our readers write back...

WHEN NEW GETS OLD

>> I'm not brand conscious—I just love all things about diesel pickup trucks. And while I am a bit of a “new diesel” skeptic, I never rule out possibilities of what they're capable of doing. I'd like to see an article on bone-stock, high-mileage pickups (minimum of 250,000 miles) with EGR, DPF, or even SCR intact that really documents their history and condition. I would also appreciate it if you can dispel the notion of diesel engines having problems due to emissions components and enormous exhaust backpressures. I think people buying these vehicles are nuts. But they seem to really love them. Are the new rigs really reliable, or are the guys buying them just rich and don't care, because they'll never keep their trucks for more than 100,000 miles?

Loren Nissley
via Facebook



NEW-DIESEL PERFORMANCE

My wife and I are diesel lovers. Although she doesn't get as excited as I do, she appreciates the power and fuel economy of diesels. Between the two of us, we've owned a total of nine diesel cars and trucks. We currently have a Cummins-powered '14 Ram 3500 and a '14 Jeep Grand Cherokee EcoDiesel. I'd really like to see a story highlighting the most effective, emissions-friendly add-ons for the current generation of heavy-duty trucks. What may be the best combination for Duramax may not be for Cummins or Power Stroke. Specifically,

which CAI, DPF-back exhaust, and power-adders are best for each new heavy-duty brand? A Top Five, if you will. We always enjoy reading your magazine and look forward to it each month. Thanks for your time.

Adam and Shannon Dyson
California, Maryland

Yes, while fuel is the common denominator for the diesel engines that power Ford, GM, and Ram pickups, you're correct: It does not mean they all respond to performance upgrades the same way. And, in the clean world we're living

in these days, modifying a brand-new diesel rig must be done with a bit more thought—and concern about repercussions for going beyond state or federal emissions boundaries. We posed your question to experts at several diesel-performance shops and parts distributors and asked them to weigh in with what they feel are good, effective packages (from mild to wild) for increasing horsepower and torque of '11 to '15 Cummins-, Duramax-, and Power Stroke-powered trucks. The story “Level Up!” appeared on page 130 of our August '15 issue and, of course, it can be found online at trucktrend.com.



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AUDI ERROR

First of all, I love the magazine. And, as a tech, it's the way I stay up to date with the diesel industry. There's one problem, though: In the July '15 10th Anniversary issue, in the "Decade of Diesels" article on page 146, you noted Audi's brilliant R10 V-12 TDI Le Mans prototype. The problem is, you showed pictures of its even more brilliant sister car, the R18 e-Tron. So, just to clarify, you have the wrong car pictured. But, no way am I hating the fact that it still remains Audi's most brilliant race car (and program) to date!

Bryson Kahaloo
via Facebook



Thanks for bringing that one to our attention! Here's the Audi we're talking about.

FOOD OIL TURNED FUEL OIL

A friend bought a piece of equipment that makes biodiesel out of fry oil—right in his home garage. His new toy is a Freedom Fueler Biodiesel Processor. He collects used fry oil from a donut shop and a burger joint, filters it, tests the pH, and then loads it into the machine, along with adding household lye and methyl alcohol. The machine heats and circulates the mixture for a few hours. Once it's done, the biodiesel floats to the top and the glycerin, which settles at the bottom, is strained out and used for scrubbing the garage floor. Naturally, my buddy uses the homemade diesel in his dualie. He says this operation makes a 40-gallon batch. And, not including his labor, it costs about \$1.50 per gallon. Adding to that, the home brew gets the same mpg in his truck as the high-dollar diesel. What's the real skinny on do-it-yourself diesel?


Reilly Johnson
Clayton, New Mexico

The first thing I've learned about making your own fuel is that you have to have a source to get all your oil from first, and that oil has to be stockpiled. Then,

find sources for your lye or potassium hydroxide. Once outlets to those materials are confirmed, you have to try and find a used processor, one that hasn't been butchered up or requires rebuilding. "Murphy" of murphysmachine.com is very knowledgeable and also makes his own fuel. Join biodiesel forums, ask questions, and read a lot and make "mini batches" before you try and make any large batches. My biodiesel processor buddy and I are always looking for the easiest way to heat, make, dry, and store our biodiesel. Having adequate storage for materials is one aspect of making fuel that saves you a lot of time. We live in Iowa and try not to pay for any oil, but having to travel to get it is where time is lost, so we try to save it on the processing end of things.

Shawn Ecklor
via email

Thanks for your great insights, Shawn. Although prices for fuel appear to be somewhat stable as this issue goes to press, we are still hearing more and more about truck owners

who are opting to bypass the commercial pumps and blend their own biodiesel using home-brew systems. By all means, \$1.50 or even \$2.00 per gallon is a far, far cry from the prices (in some areas, more than \$3.50 per gallon) being charged by the major oil companies in various areas of the country. We haven't donned lab coats and experimented with mixing the perfect blend of biodiesel just yet. But, self-made fuel is definitely an intriguing subject, and giving home brew a try is something we plan on making a tech-project agenda item. 

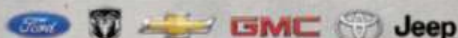


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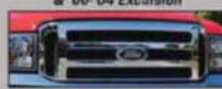


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ALL THE TORQUE THAT'S FIT TO TWIST



THE 2016 MODEL year will see the continuation of the Ram 1500 in Laramie Limited skin, which has a unique grille, 20-inch rims, and chrome accents. The 3.0L EcoDiesel-equipped truck will have an MSRP of \$53,795 as a 4x2 and \$57,300 for the 4x4. Both are crew cabs.

'15 RAM 1500 LARAMIE LIMITED PRICING



MOST AMERICAN-MADE VEHICLES

The Kogod School of Business has released its rundown of the "Most-American" vehicles for 2015. The Made in America Automotive Index, developed by Frank DuBois, an expert in global supply chain management, uses seven weighted data points (which include profit margin, production, R&D and assembly locations, the automaker's headquarters location, and more) to rank 332 car models. General Motors had a few vehicles tie for most American-made, including the Chevrolet Silverado four-wheel-drive SLT Crew Cab, while the Ford F-Series tied for third-most, and the Jeep Grand Cherokee ranked 13th. Toyota vehicles overall were the least American-made.



Rumor of the Moment: GM is investing \$1.2 billion in its fullsize pickup plant in Fort Wayne, Indiana, for improving technology.

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CHEVY TO OFFER LOW-CAB-FORWARD, MEDIUM-DUTY TRUCKS

Chevrolet is bringing low-cab-forward, medium-duty trucks to the United States in 2016 with six models: 3500, 3500HD, 4500, 4500HD, 5500, and 5500HD. The chassis will have a wheelbase between 109 and 212 inches, and body types will include service body, flatbed, and refrigerated box. The trucks are based on Isuzu's N-Series commercial rigs, and among the engine offerings are Isuzu 3.0L and 5.2L

I-4 turbodiesels. By the way, the engine compartment is accessed via a 45-degree-tilting cab.

PHOTOGRAPHY: GM



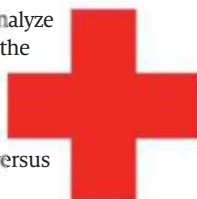
NEW KAWASAKI DIESEL MULE

Kawasaki will offer a diesel model of its popular Pro-DX Mule. The oil-burning Mule features a three-cylinder engine that makes about 30 hp and 38 lb-ft of torque, a CVT transmission with both high and low range, and a double-wishbone suspension. Towing capacity is 2,000 pounds, and load capacity is 1,616 pounds. It's 133.3 inches long, 64 inches wide, and has a curb weight of about 1,800 pounds. MSRP for this new unit is approximately \$14,000.



ONSTAR CAN PREDICT HOW INJURED YOU ARE POST-ACCIDENT

OnStar's services feature Injury Severity Prediction, an algorithm used to analyze crash information, force of impact, and direction of impact to sort out the probability of severe injury, which OnStar workers can relay to 9-1-1 centers for improving on-scene treatment and trauma transport. For four years, research was done to look at how crash data can help first responders, and OnStar says it's the first study to look at true injuries versus crash telemetry data.



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DIESEL BITS DIESEL BITS DIESEL BITS DIESEL BITS

Volkswagen Group delivered 4.2 million vehicles between January and May 2015.

Ford has made it possible to download digital images and 3D-printable files of its vehicles via 3d.ford.com. Right now, only a few models are available, such as the F-150 Raptor, but more are coming.

Mercedes-Benz has priced its 2016 vehicles. The E250 BlueTec will start at \$52,650, while the GL350 BlueTec will come in at \$64,550.

Looking for a truck cover? Check out ATC Truck Covers' new website: atctruckcovers.com.

GMC recently went with the hashtag #gmcprecision to allow Instagram users to create "panograms," or panoramic photos to show details on its vehicles.

Representatives from the off-road industry met with Speaker of the House John Boehner and House member David Valadao from the 21st district in California. Greg Adler, the President/CEO of Transamerica Auto Parts, and Fred Wiley, the chairman of the Board of Directors for the Off-Road Business Association, met with the Speaker to talk about issues and causes, such as land access.

Suzuki has built its first diesel engine: a 0.8L two-cylinder worth 47 hp.

Diesel vehicles are exempt from Fiat Chrysler Automobiles' new powertrain warranty changes. As before, diesel engines will be covered for five years or 100,000 miles, while gas engines will only be covered for five years or 60,000 miles. Good news for you oil-burners.

The **LUND Terrain HX Step™** is an aggressive but functional design with a rugged off-road look that also makes it easier to get in and out of a truck. The design adds rocker panel protection from road debris and helps guard against door dings.



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- Includes a steel non-slip skid plate on each hoop step
- Available in a black powder-coated textured finish
- Easy no-drill installation



LIMITED LIFETIME WARRANTY

lundinternational.com

PLAYING IN THE MUD



Dick Cepek's new Extreme Country mud tire, available in 18 sizes for 15- to 20-inch wheels, was thoughtfully designed for off-road enthusiasts, guaranteeing Dick's signature excellent traction and even wear. However, what some might not expect is a decent ride, while wide tread voids encourage self-cleaning and excellent traction in mud, loose soil, and gravel. A two-ply body cord provides sidewall strength (E-load ratings are available) without adding too much rolling resistance or weight.

Dick Cepek Tires & Wheels

(330) 928-9092 • dickcepek.com



GET JACKED

Cranking a trailer jack is the most tedious part of hooking up. Northern Tool + Equipment will make that task a thing of the past with the Ultra-Tow Trailer Jack. With 20 inches of lift and 5 to 10 inches of traveling distance, the jack helps get the trailer in position to hook up to your hitch easily. A minimal amount of cranking is needed once you've got it all lined up perfectly, thanks to all that built-in travel and height. It easily operates via a foot pedal.

Northern Tool + Equipment

(800) 221-0516
northerntool.com



STEP UP TO THE PLATE

Constructed from 3-inch steel tubing, the Lund Terrain HX side step is a good way to add some off-road style and newfound functionality to your pickup. The hoop steps provide a 4-inch drop, making getting into the cab of your truck much easier. Featuring a no-drill design, the nerf-bar-inspired step also has a limited lifetime warranty, which it might not need thanks to the black powdercoating that resists corrosion. We think these would look pretty great on any hunting rig or mud-bogging plaything.

Lund International

(800) 241-7219 • lundinternational.com

RELIABLE STABILITY



You know that the combination of big tires and huge torque has the tendency to cause front-end wobbles for stock-height, '01 to '10 GM pickups that are disconcerting at best and dangerous at worst. Dirty Hooker Diesel helps beat the shakes with its centerlink steering-stabilizer bracket. Mounting the bracket to

the front differential prevents twisting or bending under hard launches or heavy use. It's a really good match for street trucks or race rigs.

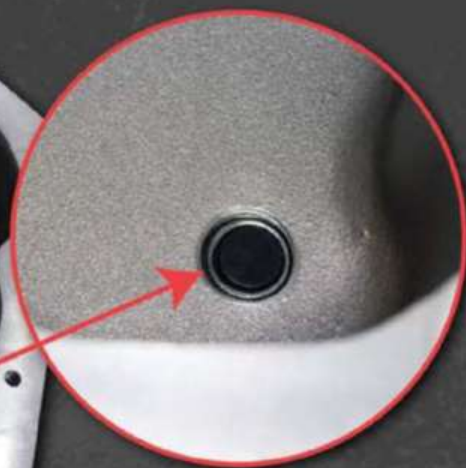
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PATENTED HITCH TECH

One solution for towing with a lifted vehicle is an adjustable hitch, like the one offered by Trimax. Its Razor RP is adjustable in 1-inch increments between 0 and 8 inches of drop. It comes in three different sizes and is easily installed or removed. The hitch can also be ordered with a custom-keyed locking mechanism, and it's constructed from 100 percent polished aluminum for maximum durability. Additionally, the Razor RP's twin-ball design makes it easy for you to take any of your toys with you.

Trimax

(866) 796-8500
trimaxlocks.org



EXTRA-STRENGTH STINGER

Available for the '11 to '14 Ford Super Duty with the 6.7L Power Stroke, ATS Diesel Performance's Scorpion Turbo System is a bolt-on replacement for your old turbochargers. The company claims the system provides better performance than stock, with lower exhaust gas temperature, quicker spooling, and more horsepower. It installs with no cutting or modification required, and the pipes are done in stainless steel for many years of looking good. Plus, it comes with ATS' 5-year/500,000-mile warranty.

ATS Diesel Performance

(866) 209-3695
atsdiesel.com



SPREAD THE LOVE

With winter threatening us soon (how'd that happen?!?), it's time to start thinking about snow removal. One easy way to spread ice melt and other winter products around your property is the Western Products Low-Pro 300W. The wireless electric tailgate spreader mounts on many vehicles via a standard 2-inch receiver and seven-pin plug. A completely wireless key fob operates the spreader, which is a great match for a plow-equipped UTV, tractor, or truck.

Western Products

westernplows.com



SUIT AND TIE

There are hard tonneau covers, there are folding tonneau covers, and there are rolling tonneau covers. And now, with the TruXedo Titanium, there are tonneau covers that are all three in one. The hard aluminum core is bonded to leather-grained vinyl, giving the tonneau cover a low-profile appearance like other rolling covers. However, that hard aluminum backbone provides superior strength, and the slatted design means you can roll the cover all the way to the cab and preserve your bed's full carrying capacity.

TruXedo

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FROSTY FORD


With applications available for Ford Super Duty pickups from '03 to '13, Injen has one of the air-induction solutions for Blue Oval owners. The cold-air-induction systems add at least 19 hp and 40 lb-ft of torque, depending on the application, and the power builds on the same curve as stock, preserving daily driveability. These Injen intake kits are CARB-approved, eliminating any negative effects on efficiency or emissions.

Injen

(909) 839-0706 • injen.com



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Some people are frustrated that the Ram Power Wagon is only available with a gasoline V-8 engine. For those who fall into that camp, create your own Cummins Power Wagon with the BDS Suspension 3-inch Radius Arm System for the '14 to '15 Ram 2500 with four-wheel drive. Featuring many of the same strengths as larger kits, the 3-inch lift is designed for a slightly more street-friendly setup, making room for 35-inch tires. New radius arms, smooth-riding front springs, rear coil spacers, and BDS 5500 Series or Fox 2.0 performance gas shocks round out the kit. 

BDS Suspension

(517) 279-2135 • bds-suspension.com

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'02-10 Dodge - 5.7L HEMI & 4.7L

'94-15 Ford Power Stroke

'04-15 Ford - F-150

'99-11 Ford - 6.8L V10; 6.2L V8

'06-14 Lincoln - V-6 & V-8

'04-15 Nissan - 5.6L Titan

'05-15 Nissan - 4.0L Frontier

'14-15 Toyota - 4.6L V8

'07-15 Toyota - 5.7L Tundra

'00-06 Toyota - 3.4, 4.0 & 4.7L Tundra

'05-15 Toyota - 4.0L Tacoma

'07-14 Toyota - 4.0L FJ

'14-15 Jeep - 3.0L Diesel

'12-15 Jeep - 3.6L

'07-11 Jeep - 3.8L

'91-06 Jeep - Wrangler 4.0L

'87-01 Jeep - Cherokee/Comanche 4.0L

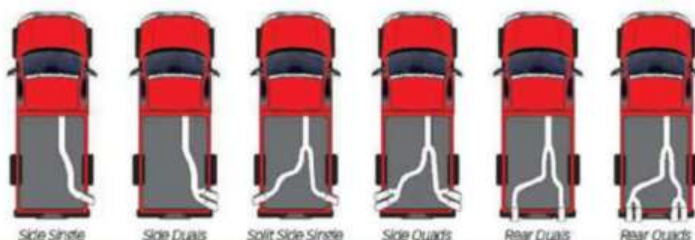
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Tell Buick NOW That You Want a Diesel Wagon for 2018



A RECENT REPORT in

Automotive News says General Motors is considering bringing a diesel-powered Buick Regal station wagon to the U.S. for model year 2018. Yeah, rumors about Euro-wagons coming across the sea happen every year and almost always leave gearheads disappointed when they never materialize stateside, but maybe you can make a difference this time.


Get on social media and let Buick know you're interested. Start using Facebook, Twitter, Instagram, Tinder (wait—don't use that one!!!), and other ways to spread the word online if you want to see the Buick Regal or other diesel models come to the U.S. Who knows exactly what role social media played in the fruition of the Chevrolet Colorado/GMC Canyon getting the 2.8L Duramax diesel engine, but it can't hurt to try and express your wishes directly to the manufacturer.

Back in the olden days before "electronic mail" (mail sent electronically) and the Internet (a complex series of tubes), if you wanted to let an automaker know your opinion, you had to write your message on paper, stuff it into an envelope, lick a stamp, wonder what that taste is, apply the stamp, and then find a mailbox—or bug your local dealership employees and hope your wishes might reach the bosses. Now, you can just "like" the manufacturer on Facebook or follow an automaker on other social media and send your opinion straight to an employee.

Yes, even though you will be communicating by typing on a phone or a keyboard, there will be another human involved, so be nice! Instead of posting something dumb and mean like "Stupid @Buick will never sell a diesel or a wagon here in America! #unpatriotic #jerks," try and offer a constructive comment like, "I would be first in line to buy a diesel @Buick Regal wagon" or "I wish the next @Buick Regal would come with a diesel engine" or "Who else wants to see the @Chevy Cruze diesel engine in the next @Buick Regal?"

The year 2018 may sound like a long time



from now, but the '16s are already on dealer lots, and the Opel Insignia/Buick Regal is scheduled to be new for 2018 (on sale late 2017), so there may be time to convince GM to add a diesel model. The 2.0L oil-burning engine that's already offered in the Cruze should be an easy fit in the Malibu-sized Regal, and wagons are just cool, so why not get online and let Buick know that Americans deserve a luxury midsize diesel sedan or wagon? Do me a favor, and tell the folks at Cadillac the same thing while you're at it. 

Trevor Reed

The family resemblance between the Opel Insignia Country Tourer (top) and the Buick Regal is hard to miss, but you can't get a wagon or diesel version of the Buick here in the U.S....yet. Maybe you can help convince GM to bring a diesel-powered '18 Buick Regal wagon to the states by making yourself heard online. Time is running out, so you better hurry!



THE SOURCE

Automotive News
autonews.com

Buick
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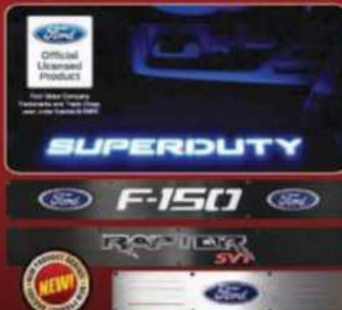


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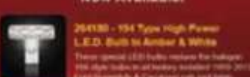
264156BK - Smoked Cab Lights Chevy 02-07



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Amber LEDs - Clear



264148BK - SMOKED 06-13 Ford
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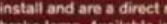
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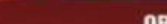
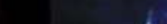
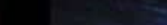
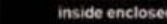
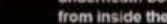
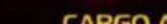
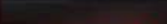
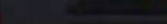


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Words by **KJ JONES** + Photos **COURTESY OF GM**

'16 CHEVROLET COLORADO/GMC CANYON 2.8L DURAMAX

LONG-AWAITED DETAILS ABOUT THE ONLY
MIDSIZE DIESEL PICKUP SOLD IN THE U.S.

>> IN MOST CASES, “first drive” reports on new vehicles are loaded with facts about an upcoming or recently released car or truck, as well as reporters’ thoughts and opinions—better known as “driving impressions”—regarding the operating experience: How does it ride? Is the engine powerful? Was the fuel economy good? You get the idea.

However, in some instances, a manufacturer might allow journalists to take a new vehicle for an exclusive spin; the tradeoff for that permission is an

understanding that writers will refrain from publishing their all-important impressions until a set date.

With this report on two highly anticipated midsize pickups—the 2.8L Duramax-equipped '16 Chevrolet Colorado/GMC Canyon—we were put in a position where we had to honor such a restriction after navigating development versions of both trucks (in July 2015) around the ride-and-handling circuit on General Motors’ Milford, Michigan, Proving Grounds.

Although we drove camera-shy

prototypes during our brief test session, what you’re looking at here are Chevrolet’s official photos of the diesel-burning Colorado, in Z71 Crew Cab trim. The truck goes on sale in the fall of 2015 and is priced about \$3,730 higher than a comparably equipped model with a 3.6L V-6 engine. The new, midsize oil-burner is also being offered as a four-door LT, with two-wheel, or four-wheel drive.

While we unfortunately can’t let you know

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A Z82 towing package is standard equipment and includes a hitch receiver and seven-pin connector for trailer lights, and such. The diesel-powered midsize truck also features a G80 automatic-locking rear differential and a 3.42:1 rear axle ratio. Four-wheel-drive versions also have an electronically controlled two-speed transfer case and maximum tow ratings of 7,700 pounds for two-wheel-drive models and 7,600 pounds for four-wheelers. Payload capacity for the diesel-powered Colorado/Canyon is 1,596 pounds.

what we think of—or even what we saw, noted, heard, smelled, and so on—driving the breakthrough rigs (yet), we can tell you that based on what we learned during our brief time with the '16 Colorado and Canyon diesels, GM is definitely making strong moves to infiltrate, and it hopes to eventually own a fabled white space (in this case, diesel) in the midsize-pickup segment.

You can bet we'll continue to follow this ever-developing story very closely and report our findings about the latest members of GM's diesel family here and on trucktrend.com.



Since extreme-weather performance, high-altitude functionality, and 50-state emissions compliance needed to be addressed for the new 2.8L engine in the U.S., an improved variable-geometry turbocharger has been implemented, along with extensive PCM calibrations. "We have more than 35,000 hours of dyno development invested in the engine. That's nearly 2 million driving miles," says Scott Yackley, Duramax Assistant Engineer. "It is literally the cleanest diesel truck engine ever produced by General Motors."



SPECIFICATIONS

2016 Chevrolet Colorado/GMC Canyon

ENGINE 2.8L DURAMAX

DISPLACEMENT: 2.8L (171ci)

CONFIGURATION: I-4

POWER: 181 hp at 3,400 rpm

TORQUE: 369 lb-ft at 2,000 rpm

BORE X STROKE: 3.70 x 3.94 inches
(94 x 100 mm)

COMPRESSION RATIO: 16.5:1

VALVETRAIN: DOHC with four valves per cylinder

HEAD MATERIAL: Aluminum alloy

BLOCK MATERIAL: Gray cast iron

FUEL SYSTEM: Common-rail direct injection with 29,000-psi piezo-electric injectors

INDUCTION: Single variable-geometry, water-cooled turbocharger

EMISSIONS RATING: Tier II Bin 5/ULEV 125

EMISSIONS EQUIPMENT: Cooled exhaust gas recirculation, close-coupled diesel oxidation catalyst, diesel particulate filter, and selective catalytic reduction with urea injection

MECHANICAL

TRANSMISSION: GM Hydra-Matic 6L50 six-speed automatic

DRIVE TYPE: Rear-wheel drive or four-wheel drive

STEERING TYPE: Electric rack-and-pinion

STEERING RATIO: 18.8:1

TURNING CIRCLE: 41.3 feet

FRONT SUSPENSION: Independent short and long arms with coilover twin-tube shocks

REAR SUSPENSION: Solid axle with two-stage leaf springs

BRAKING SYSTEM: Four-wheel ventilated disc brakes

FRONT BRAKE DIAMETER: 12.20 inches

REAR BRAKE DIAMETER: 12.75 inches

WHEELS: 17x8.0 aluminum alloy

TIRES: 255/65/R17

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UPDATE

'16 Chevrolet Colorado/GMC Canyon, 2.8L Duramax



The Colorado's integrated, driver-selectable exhaust brake system (arrow) is based on the system introduced on '15 Chevy/GMC Silverado/Sierra HDs and uses the engine's compression power to improve vehicle control and reduce brake wear. When the exhaust brake is engaged (in Cruise mode), it helps the cruise control system maintain a desired vehicle speed when traveling downhill, keeping the driver from having to apply the brakes and exit cruise control to maintain speed. When the exhaust brake is engaged (in non-Cruise mode), the transmission and the exhaust brake deliver the correct amount of braking to assist in vehicle control, regardless of vehicle load.



An all-new, integrated trailer-brake controller is a standard feature on the Colorado and Canyon diesel models.




"A diesel engine was part of the Colorado's portfolio plan from the very beginning, meaning the chassis, suspension, and other elements of its architecture were engineered to support its capability," says Duramax Assistant Engineer Scott Yackley.



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'16 CHEVROLET COLORADO/GMC CANYON 2.8L DURAMAX



The new, North America-bound 2.8L Duramax is "basically founded on a cast-iron block, forged-steel rods, crankshaft, etc. that have been in the international truck engines for years," says Scott. Performance statistics for this powerplant are 181 crankshaft horsepower at 3,400 rpm, with a very impressive 369 lb-ft of torque at 2,000 rpm. To promote smoothness between the engine and transmission (eliminating the engine's inconsistent torque signal), a torque converter featuring centrifugal pendulum vibration absorber (CPVA) technology has been added to the drivetrain's Hydra-Matic 6L50 six-speed automatic transmission—which also has been updated with new torque-management strategies to handle the I-4 diesel's performance. 



SPECIFICATIONS *(continued)*

2016 Chevrolet Colorado/GMC Canyon

FUEL CAPACITY

FUEL CAPACITY: 21 gallons

EXTERIOR DIMENSIONS

OVERALL LENGTH: 212.7 inches

OVERALL WIDTH: 74.3 inches

WHEELBASE: 128.3 inches

FRONT TRACK: 62.4 inches

REAR TRACK: 62.4 inches

INTERIOR DIMENSIONS

SEATING: Five people

FRONT HEADROOM: 41.4 inches

REAR HEADROOM: 38.3 inches

FRONT LEGROOM: 45 inches

REAR LEGROOM: 35.8 inches

FRONT SHOULDER ROOM: 57.5 inches

REAR SHOULDER ROOM: 56.2 inches

LUGGAGE CAPACITY: 41.3 cu. ft.

(5-foot 2-inch box)

PRICING

BASE PRICE: \$3,730 more than comparably equipped V-6 model

PARTS CONTENT INFORMATION

FINAL ASSEMBLY POINT: Wentzville, Missouri

TRANSMISSION COUNTRY OF ORIGIN: USA

DIESEL ENGINE COUNTRY OF ORIGIN: Rayong, Thailand

IIHS CRASH TEST RATINGS

MODERATE OVERLAP FRONT: Good (2015 crew cab)

“The new, midsize oil-burner is also being offered as a four-door LT, with two-wheel, or four-wheel drive.”



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THE FOLKS AT Guinness World Records recently named the gigantic Wärtsilä 31 engine the “Most Efficient 4-Stroke” and, according to Roger Holm, Senior Vice President, Engines, Wärtsilä Ship Power, “it clearly redefines efficiency.” The large diesel stands at more than 13 feet tall and is available in configurations including V-8, V-10, V-12, or V-16, and it uses just 165 grams of diesel per kilowatt/hour while meeting modern pollution requirements. It’s designed for use in marine vessels, including container transporters, ferries, and cruise ships, where efficiency and emissions compliance are extremely important.

The largest of the bunch is the V-16, which has a huge displacement of 519.3L thanks to a wide bore of 12.2 inches and a long stroke of 16.9 inches for each cylinder. It creates 13,088 hp at just 750 rpm (818 hp per cylinder), which is the equivalent of 9.8 megawatts of power—almost enough to run the average American home for an entire year!

In addition to sipping fuel, the engine is also designed to save time and money for owners with a modular design that allows individual cylinder components to be swapped out. The first overhaul is not scheduled until five years or 32,000 hours of operation, and the first maintenance interval is not required until 8,000 hours (compared to just 2,000 hours for engines with similar power output). If the Wärtsilä name sounds familiar, then you’ve probably heard about the company’s other record-breaker—the “World’s Largest Marine Engine”—the RT-flex96C that stands more than 44 feet high and weighs more than 2,500 tons. 

SPECIFICATIONS

- » **ENGINE:** Wärtsilä 16V31
- » **LAYOUT:** V-16
- » **DISPLACEMENT:** 519.3L (31,688ci)
- » **BORE X STROKE:** 12.2 x 16.9 inches (310 x 430mm)
- » **POWER:** 13,088 hp (9,760 kW) at 750 rpm
- » **PISTON SPEED:** 24.04 mph (10.75 m/s)
- » **FUEL CONSUMPTION RATE:** 0.27 lb/hph (165 g/kWh)
- » **LENGTH:** 28.8 feet (8,780 mm)
- » **WIDTH:** 11.2 feet (3,400 mm)
- » **HEIGHT:** 13.3 feet (4,050 mm)
- » **WEIGHT:** 85 tons (170,000 pounds)



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OLD BLUE

- » **YEAR/MAKE/MODEL:** '04 Dodge Ram 2500
- » **OWNER:** Johnnie Brantley Jr.
- » **HOMETOWN:** Warner Robins, Georgia
- » **ENGINE:** 5.9L Cummins I-6
- » **TRANSMISSION:** 48RE four-speed automatic
- » **ODOMETER:** 91,000 miles
- » **FUEL ECONOMY:** 18 mpg
- » **MODIFICATIONS:** DV Mileage Booster and Air-Dog Raptor lift pump kit with ½-inch fuel lines
- » **OWNER SAYS:** "I bought this truck in 2012 with 48,000 original miles. I haven't started my major modifications yet, but they will be coming soon."

GRAY GHOST

- » **YEAR/MAKE/MODEL:** '97 Dodge Ram 2500
- » **OWNER:** Johnnie Brantley III
- » **HOMETOWN:** Warner Robins, Georgia
- » **ENGINE:** 5.9L Cummins I-6
- » **TRANSMISSION:** NV3500 five-speed manual
- » **ODOMETER:** 147,900 miles
- » **FUEL ECONOMY:** 20 mpg
- » **MODIFICATION:** Custom 4-inch exhaust
- » **OWNER SAYS:** "I've only had this truck for a month. Upcoming improvements will include the fuel system, a high-performance clutch, and after that, we'll see..."

BIG WHITE DODGE

- » **YEAR/MAKE/MODEL:** '07 Dodge Ram 3500
- » **OWNER:** Johnnie Brantley Jr.
- » **HOMETOWN:** Warner Robins, Georgia
- » **ENGINE:** 5.9L Cummins I-6
- » **TRANSMISSION:** G56 six-speed manual
- » **ODOMETER:** 240,000 miles (and climbing)
- » **FUEL ECONOMY:** 22 mpg
- » **MODIFICATIONS:** Predator programmer, custom exhaust, South Bend dual-disc clutch, and 22.5-inch wheels with 255/75R22.5 tires
- » **OWNER SAYS:** "This is my daily driver. I work for a construction company towing equipment all over the Southeast. Recently, I got more than 25 mpg on a trip from Louisiana to Georgia. This truck is still reliable and strong as ever. I would drive it anywhere."

ALL IN ONE

- » **YEAR/MAKE/MODEL:** '04 Ford F-250
- » **OWNER:** Clayton Carrier » **HOMETOWN:** Jonesborough, Tennessee
- » **ENGINE:** 6.0L Power Stroke V-8 » **TRANSMISSION:** 5R110 five-speed automatic
- » **ODOMETER:** 220,000 miles » **FUEL ECONOMY:** 13 to 18 mpg
- » **MODIFICATIONS:** Edge Products Evolution programmer, S&B cold-air intake, "blue spring" fuel pressure regulator upgrade, Ford oil cooler, BD Diesel Performance coolant filter kit, custom exhaust with 8-inch tip, suspension leveling kit, and 295/75R16 Nitto Terra Grappler tires
- » **OWNER SAYS:** "I bought this truck when I was 15 years old with the money I saved by working with my dad. I do all my own work on it and pay for everything. I hope to become a diesel mechanic after I graduate. My dad and I have a mowing business, so my truck is a work truck, daily driver, and a date-night rig all in one. The truck is very reliable, and I wouldn't trade it for anything."



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but we need your help. Please send us a high-resolution photo (the original photo file from your camera or phone) and all the information you see listed in Readers' Diesels—plus anything else you'd like to tell us about your project. Send everything to dieselpowerrides@enthusiastnetwork.com, and you may make the cut. We can't respond to all the emails we receive, but we read every single one.

STOCK TO 12 SECONDS



- » **YEAR/MAKE/MODEL:** '05 Chevrolet Silverado 2500HD
- » **OWNER:** Tyler Hill » **HOMETOWN:** Tulsa, Oklahoma
- » **ENGINE:** 6.6L Duramax V-8
- » **TRANSMISSION:** Allison 1000 five-speed automatic
- » **ODOMETER:** 288,000 miles » **FUEL ECONOMY:** 17 to 22 mpg
- » **MODIFICATIONS:** Efilive programmer with tuning by Kory Willis, PPE Dual Fueler CP3 kit, Exergy Engineering 40-percent-over injectors, Zex dry nitrous-oxide kit, Edge Performance CTS monitor, Auto Meter Factory Match gauges, FASS 150-gph lift pump, Bear's Diesel fuel sump, ARP 625 head studs, PPE Stage 5 transmission kit, Mishimoto intercooler, AFE hot-side intercooler pipe, K&N air filter, Diamond Eye 5-inch exhaust, Cognito

pitman/idler braces, PPE centerlink/tie-rod sleeves, Rancho 9000 shocks, CalTracs traction bars, lowered suspension, and 20x10 Fuel Nutz wheels with 305/40R22 tires

- » **OWNER SAYS:** "I bought this truck bone stock from an older man two years ago. I started off with a programmer and exhaust and was instantly hooked. It's definitely something I love doing. This is my daily driver and weekend warrior! The truck has run as fast as 12.52 seconds at 108 mph in the quarter-mile, and I now have a set of drag radials for next season. The truck made 665 hp on the chassis dyno in 2014 on a smaller tune and is now turned up more. Future plans include a fully built motor, 150-percent-over injectors, and 68mm/84mm compound turbochargers."

SUMMER TRUCK

- » **YEAR/MAKE/MODEL:** '07 GMC Sierra 2500HD Classic
- » **OWNER:** Dan Stump » **HOMETOWN:** Lena, Illinois
- » **ENGINE:** 6.6L Duramax V-8 » **TRANSMISSION:** Allison 1000 six-speed automatic
- » **ODOMETER:** 105,567 miles
- » **MODIFICATIONS:** Efilive programmer with DSP2 two-position switch controlling 60hp/120hp tunes, Edge Products Insight CTS monitor with dash pod, K&N intake, AFE hot-side intercooler tube, MagnaFlow downpipe, 4-inch Flo-Pro exhaust with 7-inch tip, Caterpillar fuel filter adapter, FASS 150-gph lift pump, AFE rear differential cover, Amsoil in differentials/transfer case, leveled suspension, and 16-inch American Outlaw wheels with 265/75R16 Cooper Discoverer S/T tires
- » **OWNER SAYS:** "I love this truck. It sits as much as possible in the winter, and all summer long it's hauling my Chevy pulling truck to local events or being put to use on the farm hauling hay and equipment. All my buddies have diesels, and the bug bit me, so I found a clean, one-owner, low-mile LBZ-equipped truck and didn't think twice! Future modifications planned are traction bars, front end upgrades, and a transmission shift kit."





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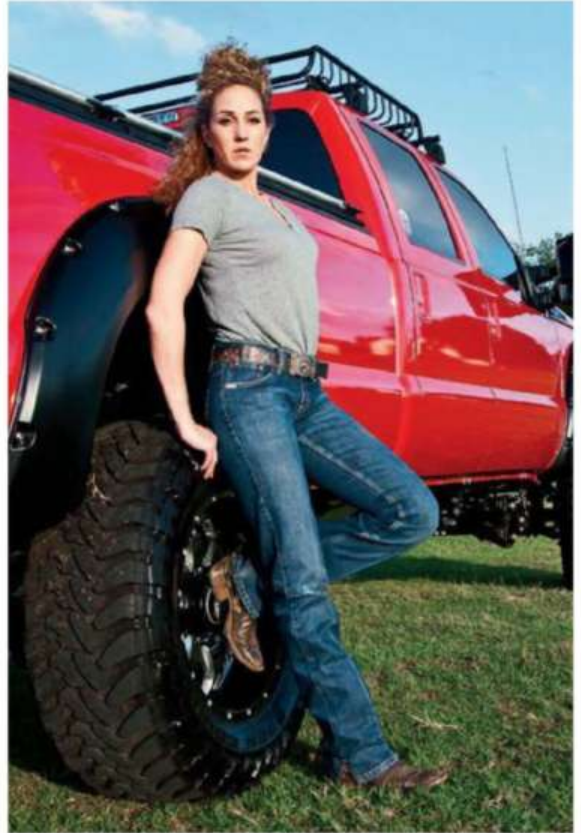
'12 Ford F-350, 6.7L Power Stroke

WHEN MARK HANSON of Road Armor decided to build up this '12 Ford F-350, he knew from the start it would have to be a practical build since he wanted to continue using the truck as it was intended to be used. Mark says, "We wanted to build a truck that had a very clean appearance with the utilitarian functions of a ranch truck."

So that meant the F-350 couldn't just have a standard lift and wheels/tires—it needed a bit more than that. "Too many people forget about the truck being a true truck," Mark said. That's one of the reasons Mark installed an Oasis air compressor with a 10-gallon air tank, a Diamond-Back bedcover, and lots more. Mark commented, "It looks like a sport



The DiamondBack bedcover is built plenty strong to handle loads like this ATV.



Kristen Rose generously gave us free run of her family's ranch for our photo shoot.



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truck, but when you start opening up compartments and the bed, you find all the tools needed for it to be a work truck, ranch truck, and more. It has a lot of function to it that you don't see on the surface."

The Road Armor crew uses the Super Duty to tow toys around, haul the company trailer to shows, and provide compressed air to remote locations, and Mark uses it on his ranch to log firewood or winch just about anything he needs to.

So, we figured we should mention that the front and rear bumpers are from Road Armor. That's pretty obvious. The front also has a prerunner guard on it.

The truck is lifted 6 inches with a Top Gun Customz kit, and a set of rear traction bars was used. The wheels are 20-inch BMF Reapers and the tires are 37-inch Toyo Open Country M/Ts. The 6.7L diesel engine has an AFE 5-inch exhaust on it.



The DiamondBack bedcover is super strong and protects the contents of the bed.

"Too many people forget about the truck being a true truck," Mark said. "It looks like a sport truck, but when you start opening up compartments and the bed, you find all the tools needed for it to be a work truck, ranch truck, and more."

The Road Armor bumper with a prerunner guard really amplifies the Super Duty's brawny look.



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Road Armor's Mark Hanson drives an ATV up onto the back of the F-350. The ramps are from DiamondBack.



Mark loves horses, but we bet he loves his truck even more!



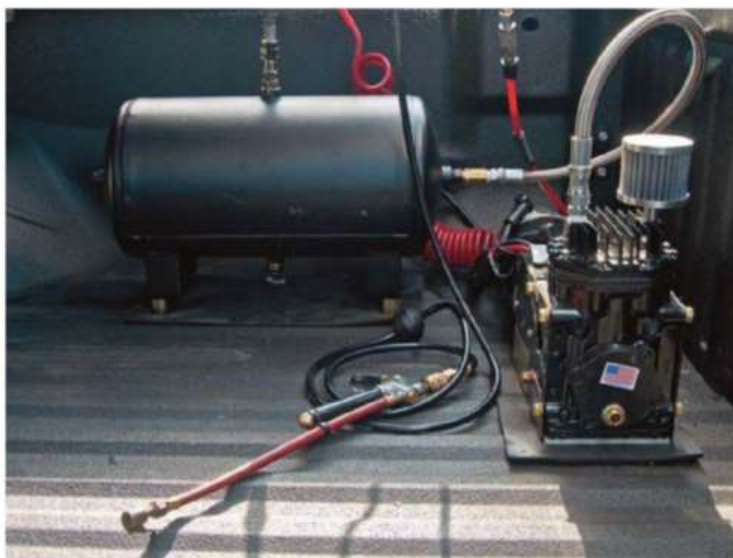
The NightHawk Black Ops-edition shocks are seriously cool looking.



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WILD



DRAG MEETS DIESEL IN A 1,400HP DURAMAX-POWERED PRO MODIFIED CAR



NICKNAMED THE BATMOBILE, Brad Makinen's '41 Willys Americar is perhaps the most notable diesel drag racing vehicle to hit the scene in quite some time. With its smoothed, stretched, and radically altered body, slammed stance, and extremely loud Duramax engine, it's a crowd favorite and instantly recognizable everywhere it goes. The Willys is also fast—very fast. Without truly leaning on the tune, Brad's car has run a best of 8.07 seconds at 173 mph in the quarter-mile, and there's still about 300 to 400

hp left on the table. So what makes this car tick? Brad was nice enough to let us know all about it.

The first order of business when building the Willys involved making it extremely lightweight, which is why it has a Tommy Mauney chromoly chassis that's certified to 6.0 seconds in the quarter-mile and a body that's all fiberglass from Hairy Glass. The front suspension is also a lightweight strut design, and the brakes are carbon fiber. In the back of the car is the only piece that actually has some weight to it,

Words by **JASON SANDS** + Photos by **JASON SANDS**

AND WILLYS



'41 Willys Americar Pro Modified, 6.6L Duramax V-8

as the massive Mark Williams 9-inch rearend needed to be able to handle a good 2,000 lb-ft of torque. Brad says the complete rolling chassis weighs around 1,200 pounds.

Since Brad's past drag racing experience involves Duramax-powered trucks, the engine choice for the Willys is a no-brainer. The 6.6L V-8 is based on an LBZ block that has been quarter-filled for strength, and it has a factory crankshaft, Carrillo connecting rods, and Mahle pistons that were built to Brad's specifications. An experimental camshaft from Hamilton Cams bumps a set of pushrods from Trick Flow Specialties, and the cylinder heads are CNC-ported pieces from Wagler Competition Products, secured to the block with top-of-the-line ARP 625 head studs.

While a stout Duramax long-block is nothing to sniff at, the induction and fuel systems are where things really get interesting with this wild ride. Instead of running a single, or compound turbochargers, Brad built a set of parallel twin turbos, mounting 64.5mm Garrett GTW3884Rs on each bank of the V-8. The turbos are kept at a reasonable 47 to 50 psi of boost, thanks to massive 60mm Turbosmart external wastegates that were incorporated into custom headers built at Brad's shop, G&J Diesel in Billings, Montana. On the compressor side of this radical setup, pressure from the twin Garretts moves through an extremely efficient



Since the Willys travels very short distances very quickly, it only uses a small aluminum radiator with a Meziere electric water pump and a single fan, and a 3-gallon fuel cell.



Part of the reason this car can sit so low is the Duramax engine uses a PPE dry-sump oiling system along with a Peterson Fluid Systems tank, which allows for superior oil control yet leaves plenty of ground clearance.



The 6.6L Duramax engine in Brad Makinen's '41 Willys is truly a masterpiece. Currently making about 1,000 hp, the parallel twin-turbo powerplant is set up to leave the starting line at 3,200 rpm and shift at a frenetic 5,750-rpm redline.

FAST FACTS:

YEAR/MAKE/MODEL: '41 Willys

OWNER: Brad Makinen

DRIVERS: Ryan Milliken and Jarid Vollmer

HOMETOWN: Billings, Montana

ENGINE: 6.6L Duramax V-8; ARP main studs; Carrillo connecting rods; Mahle pistons; Hamilton Cams camshaft; Trick Flow Specialties titanium pushrods; Wagler Competition Products CNC-ported cylinder heads, valves, locks, springs, and retainers; ARP 625 head studs; PPE dry sump

FUEL: FASS 200-gph lift pump, Exergy Engineering twin CP3 injection pumps, Dynamite Diesel Performance injectors, and Bosch Motorsports ECU with tuning from Hardway Performance

AIR: G&J Diesel headers, twin Garrett GTW3884R turbochargers, Turbosmart 60mm wastegates, Wagler air-to-water intercooler, and custom nitrous-oxide system

TRANSMISSION: Lenco CS1 three-speed manual, Bruno's Automotive BRT Converter Drive, triple-disc SunCoast Diesel Transmissions torque converter

HORSEPOWER: 1,000 to 1,400 hp

TORQUE: 1,500 to 2,000 lb-ft

TIRES: 34.5/17.0-16 Hoosier Drag Slicks (rear); 25.0/5.0-15 Hoosier Drag Fronts (front)

WHEELS: 16x16 Weld Alumistar 2.0 Beadlock (rear); 15x4 American Racing Torq Thrust II (front)

SUSPENSION: Mauney Race Cars four-link with Santhuff coilovers (rear); Lamb coilover struts (front)

AXLE: Mark Williams 9-inch, 2.91:1 Pro Gears with a Mark Williams spool and 44-spline axles

BODY: '41 Willys from Hairy Glass with lift-off doors and Lexan windows

FUN FACT: Brad also owns a second diesel race vehicle, The Dirtymax, which has been as quick as 8.63 seconds at 158 mph in the quarter-mile.

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A normal low-volume lift pump isn't going to make the grade in this application, so Brad uses a FASS pump that flows a whopping 200 gph. The larger fuel volume is needed to feed the dual Exergy Engineering CP3 pumps, which are both driven off the engine's gearcase.



Perhaps the most notable part of the engine is its turbocharger setup, which features twin 64.5mm Garrett GTW3884R turbos mounted in a parallel arrangement. Brad built the custom headers to mount the turbos and fabricated provisions for twin 60mm Turbosmart wastegates, which relieve drive pressure at high engine speeds.



In addition to the massive intercooler, the Willys also has nitrous oxide for added cooling and power. So far, the team has only used four 0.022-inch jets, but twin 0.125-inch solenoids are there for when they want to turn the nitrous up.



Atop the Duramax sits a massive air-to-water intercooler built by Wagler Competition Products. The 6061 aluminum intake uses CNC- and TIG-welded pieces throughout, is extremely efficient, and replaces the bulky and unsightly factory piping and Y-bridge.



Twin 15-pound nitrous bottles are mounted next to the driver in the space where you'd normally find a passenger seat. Two bottles are used to keep bottle pressure consistent throughout the quarter-mile trip.

Wagler Competition Products air-to-water intercooler, and into the engine.

For fuel control, Brad ditched the stock ECM and wiring completely and went with the infinitely tunable Bosch Motor-sports ECU, which is designed for all-out racing applications. The Bosch ECU works in conjunction with twin CP3 pumps from Exergy Engineering and enormous racing injectors from Dynamite Diesel

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'41 Willys Americar Pro Modified, 6.6L Duramax V-8



Performance. With tuning from Hardway Performance, the Willys leaves the starting line at 3,200 rpm and accelerates all the way through its 5,750-rpm redline.

With a high-rpm engine and weight being a factor, Brad decided to replace the Allison 1000 six-speed automatic transmission normally found behind an '06-and-up Duramax with something lighter and stronger. This means standard drag racing fare, in the form of a three-speed Lenco manual transmission, mated to the engine with a Bruno's Automotive

converter drive. A SunCoast Diesel Transmissions triple-disc lockup torque converter ensures all the power gets to the ground once the Willys heads down track.

The Willys performed admirably in its first season, progressing from initial 10-second shakedown runs to the low 8-second range (the car recorded a best elapsed time of 8.07 at 173 mph with Jarid Vollmer at the wheel, and it also ran 177 mph on a different pass, with Ryan Milliken driving).

One thing is definite: The Batmobile will continue to wow fans across the country.

There's not much room for anything other than going fast in the interior of the Willys. A Funny Car-spec cage surrounds the driver while he sits in the carbon-fiber seat, and a tubular steering column with a quick-release wheel gives him something to hold onto at 177 mph.



The Mark Williams 9-inch rearend was custom built for the Willys and features a 2.91:1 gearset, four-spline axles, an aluminum centersection, and carbon-fiber brakes. The whole assembly weighs a little more than 150 pounds and is supported by a four-link rear suspension with Santhuff coilover shocks.



In a drag racing application, traction is all-important, which is why the Willys uses monster 34.5/170-16 Hoosier Drag Slicks mounted on Weld beadlock wheels. Tire pressure is run as low as 7 to 8 pounds of air depending on track conditions.



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'03 Dodge Ram 2500 4x4, 5.9L Cummins I-6



IN LESS THAN one year, Daniel Pierce of Big Spring, Texas, transformed this '03 Ram 2500 from a high-mileage daily driver into a low-9-second head-turner. The pickup had 350,000 miles on the odometer when Daniel bought it, and he says it was capable of running mid-10-second quarter-miles when it was still his commuter vehicle. Then, in the summer of 2014, Daniel decided to tear the truck down to the frame and turn it into a dedicated drag racer. Just a few months later, the Baby Blue Ram made a splash at the 2015 NHRDA Spring Diesel Nationals with a quick 9.220-second quarter-mile run with a fast trap speed of 152.68 mph. Daniel says, "This is definitely one of those setups that can be built on a budget," and here's how it came together.

350,000-Mile Engine Build

With the body off the truck, Daniel performed an "in-frame" rebuild, pushing each cylinder up individually and replacing the rods with parts from a Cummins 12-valve engine. Although 350,000 miles already showed on the clock by the time Daniel took ownership, the pistons and rings had been replaced (at "just" 175,000 miles), so he decided to use them again. A new head, built by Joker Fabrication, uses a Hamilton Cams pushrod and spring kit, and is held firmly in place with ARP 425 head studs.

Words by **TREVOR REED** + Photos by **TREVOR REED**

THE REAL DEAL

LOW-9-SECOND E.T.'s WITH 370,000
MILES ON THE ODOMETER





The engine in Daniel's '03 Dodge Ram 2500 has already seen more than 370,000 miles but is estimated to make 1,500 hp. Although the head was upgraded and the rods were swapped for those from a Cummins 12-valve engine, the pistons and rings have approximately 195,000 miles of use.

Professional Programming

Programming for the truck's '06 Ram ECM (electronic control module) is handled by the one-and-only Ryan Milliken of Hardway Performance, who's custom EFLive calibrations control a wild combination of air, fuel, and lots of nitrous oxide to produce an estimated 1,500 hp.

Fuel for 9s

Two Industrial Injection Double Dragon 120-percent-over CP3 injection pumps (controlled by an ATS Diesel Performance Twin Fueler kit) feed a large amount of fuel to the common-rail engine. These dual giants provide enough diesel to supply the huge 400-percent-over injectors by S&S Motorsports. Making sure there is enough fuel on tap is an AirDog 220-gph lift pump connected to a racing fuel cell mounted under the bed behind the rear axle.

Turbo, Nitrous, and Exhaust

Air is squeezed with a single gigantic Garrett GT5518R turbocharger with an 88mm compressor wheel. A two-stage Nitrous Express nitrous-oxide system helps the turbo spool with 0.076- and 0.126-inch jets mounted in the cool-side boost tube of the aluminum air-to-air intercooler. Spent gases travel through a Steed Speed manifold before entering the 118mm turbine and exiting

Daniel Pierce put racers on notice when he tore down the track in just 9.635 seconds at 144.55 mph during qualifying rounds at the 2015 NHRDA Spring Diesel Nationals. He followed that up with a blazing fast 9.220 seconds at 152.68 mph to win the Super Street Class.



FAST FACTS:

YEAR/MAKE/MODEL: '03 Dodge Ram 2500 4x4

OWNER: Daniel Pierce

HOMETOWN: Big Spring, Texas

ODOMETER: 370,000 miles (and counting)

ENGINE: 5.9L Cummins I-6 with Joker Fabrication head, ARP 425 head studs, Hamilton Cam pushrods and springs, 12-valve Cummins rods, and stock pistons and rings with 170,000 miles

PROGRAMMING: '06 Cummins ECM and EFLive with tuning by Ryan Milliken of Hardway Performance

FUEL: Industrial Injection dual Double Dragon 120-percent-over CP3 injection pumps, ATS Diesel Performance Twin Fueler dual CP3 kit, S&S Motorsports 400-percent-over injectors, AirDog 220-gph lift pump, and race fuel cell mounted under bed

AIR: Garrett GT5518R turbocharger by The Turbo Pro, Nitrous Express two-stage (0.076 and 0.126 jets) nitrous-oxide injection, and aluminum intercooler

EXHAUST: Steed Speed Competition manifold, 5-inch exhaust, and Old Skool Fabrication carbon-fiber stack

TRANSMISSION: 47RE four-speed full-billet automatic by SunCoast with manual valvebody, Diesel Performance Converters torque converter, and a Precision Performance Products shifter

POWER: 1,500 hp (estimate)

TIRES: 14.0/33.3-16 M&H

WHEELS: 16x12 American Eagle

SUSPENSION: Rancho RS9000 XL adjustable shocks and CalTracs rear traction bars

AXLES: Factory axles with 3.73:1 gears, Detroit Locker rear differential, and third-generation Ram brakes

BODY: Custom Baby Blue with Silver Flake "Stripper Dust" paint by J.C. Auto Repair

INTERIOR: 10-point chromoly rollcage, Kirkey race seat, G-Force Pro Series harness, and Auto Meter Sport-Comp II gauges

FUEL ECONOMY: 18 mpg

FUN FACT: When Daniel bought the truck it already had 350,000 miles on the odometer, but he's still using the original engine, which now has more than 370,000 miles on the original parts.

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'03 Dodge Ram 2500 4x4, 5.9L Cummins I-6

through a 5-inch exhaust and an Old Skool Fabrication carbon-fiber miter-cut-style stack in the bed.

Transmission and Running Gear

Backing the engine is a torque converter by Diesel Performance Converters hooked to a full-billet 47RE automatic four-speed transmission with a manual valvebody built by SunCoast Diesel Transmissions. Sticking with the low-budget theme, the front and rear axles of the four-wheel-drive Ram are factory stock, except for a Detroit Locker in the rear differential. Adjustable

Rancho RS9000 XL shocks and CalTracs rear traction bars allow Daniel to dial-in the suspension for the dragstrip. The pickup's traction is enhanced by 14-inch-wide M&H slick tires mounted on 16x12 American Eagle wheels, which surround brakes from a stock third-generation Ram.

Racing Gear

To make the daily driver a bona fide race truck, Daniel stripped the interior and added a 10-point chromoly rollcage, Kirkey race seat, G-Force Pro Series harness, Precision Performance Products



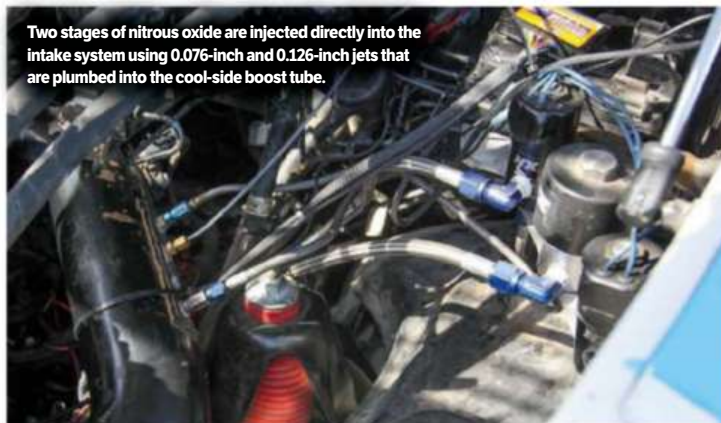
A large single Garrett GT5518R turbocharger from The Turbo Pro sits on top of a Steed Speed competition manifold.



A Twin Fueler kit by ATS Diesel Performance controls two massive Double Dragon 120-percent-over CP3 injection pumps by Industrial Injection.



Air compressed by the turbo is sent through an all-aluminum air-to-air intercooler before nitrous oxide is injected.



Two stages of nitrous oxide are injected directly into the intake system using 0.076-inch and 0.126-inch jets that are plumbed into the cool-side boost tube.



The one-time, mid-10-second daily driver is now a dedicated low-9-second race truck. It has a completely stripped interior loaded with a 10-point chromoly rollcage, Kirkey race seat, G-Force Pro Series harness, Precision Performance Products shifter, control panel, and Auto Meter Sport-Comp II gauges.

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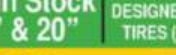
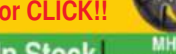
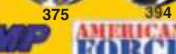
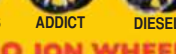
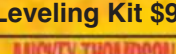
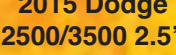
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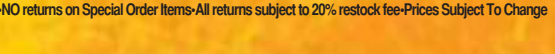
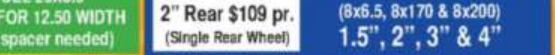
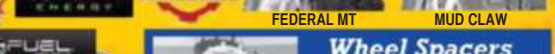
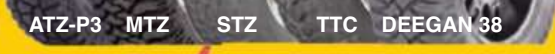
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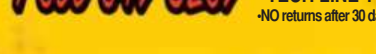
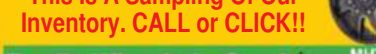
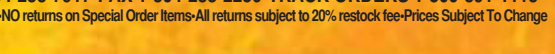
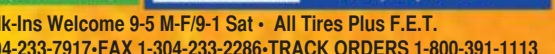
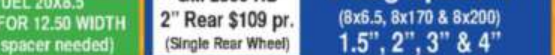
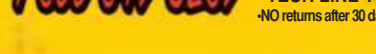
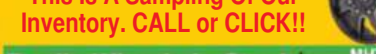
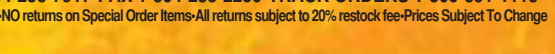
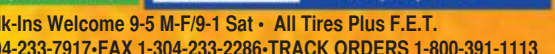
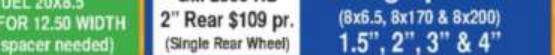
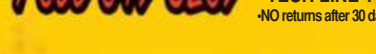
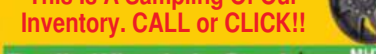
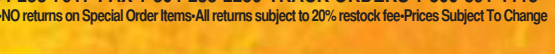
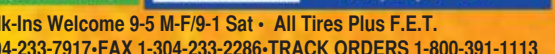
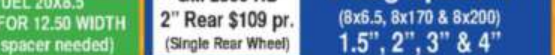
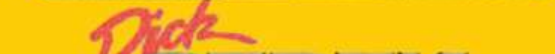
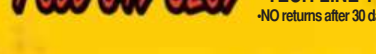
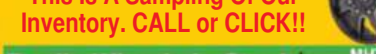
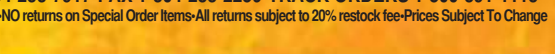
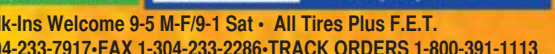
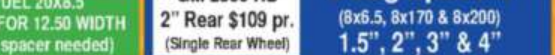
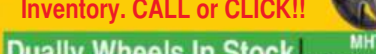


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During the final round of Super Street at the 2015 NHRDA Spring Diesel Nationals, Daniel faced veteran Rob Coddens and his famous '02 GMC Sierra 2500HD. Despite a slightly slower reaction time (0.211 versus 0.184 seconds), Daniel covered the quarter-mile in just 9.220 seconds at 152.68 mph, compared to "Idaho" Rob's 10.409 at 132.78. While the crowd was cheering the victory, mysterious black strands could be seen falling down from the sky.

shifter, and Auto Meter gauges. There's also a fused switch panel with dedicated controls for the fuel, ignition, fan, lights, and so on, and a race steering wheel with buttons to activate the nitrous oxide.

Performance

Although it took less than a year for Daniel to transform his 350,000-mile daily driver into a full-time drag truck, he proved it was time well spent at Famoso Raceway during the 2015 NHRDA Spring Diesel Nationals. Along with snapping off the fastest qualifying run for the Super Street Class with 9.635 seconds at 144.55 mph, he shocked the crowd with a blazing-fast pass of 9.220 seconds at 152.68 mph in the final round. That winning run was the fastest of the entire event, and it left scorched fibers of carbon falling from the sky, when the exhaust tip exploded about 50 feet from the starting line. Daniel had a big smile while showing off his event-winning timeslip, and his First Place run is proof you can still build a competitive diesel truck without breaking the bank.



Back in the pits, it was easy to tell the source of the dark black gossamer in the air; fibers of carbon released when the Ram's exhaust tip exploded. It was a small price to pay for his decisive victory.



The bed of the truck is all business, with a Nitrous Express nitrous bottle, two holes cut in the floor for the rollcage mounts, and another to give the axle room to move. A third opening was made to give Daniel direct access to the racing fuel cell mounted behind the rear axle.



Continuing the budget theme, Daniel reused the stock axles with 3.73:1 gears, along with a Detroit Locker differential, Rancho RS9000 XL adjustable shocks, and CalTracs traction bars to keep the rear tires planted.



Traction for the Ram is provided by wide 14.0/33.3-16 M&H Racemaster Cheater Slick tires mounted on 16x12 American Eagle wheels.

"This is definitely one of those setups that can be built on a budget."

—Daniel Pierce



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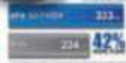
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STICKY SITUATION

Taking Back Diesel Performance with a VGT Cleanup

Words by **TREVOR REED** + Photos by **KJ JONES**



THE 6.0L POWER STROKE engine in '03 to '07 Ford Super Duty trucks has a reputation for needing repairs. While two competitors at Diesel Power Challenge 2015 proved it can be turned into a true performance powerhouse, civilians living with stock 6.0L-motivated daily drivers are often left frustrated. Our friend Dave Rifkin is no stranger to the dealership waiting room. He's already returned two Super Duty trucks (one gasoline- and one diesel-powered) using Lemon Law regulations before he moved on to this '04 F-350 with the 6.0L Power Stroke.

It hasn't exactly been trouble-free, either. At 10,000 miles, a plastic factory intercooler pipe burst, leaving Dave stranded; it was replaced under warranty with aluminum tubing and better clamps. Then, at 145,000 miles, the EGR cooler went bad and had to be replaced. Just 10,000 miles after that, he started to experience poor low-end performance and got a Check Engine light that couldn't be cleared to pass a smog test. Bummer! Fortunately for Dave, his friend Rick Head has lots of experience with turbochargers and suspected stuck variable vanes in the turbine were to blame. He was right, and here's how he got Dave back on the road with a truck that, "performs just like it did when I bought it new."



This '04 Ford F-350 owned by Dave Rifkin has not exactly been trouble-free, having suffered through a burst intercooler pipe, a worn-out EGR cooler, and a turbo that became gunked up to the point that he lost all low-end performance and couldn't pass a smog test.

1



2



1. After removing the turbocharger from the engine, Rick Head is able to separate the compressor side (intake) and the turbine side (exhaust) from the centersection.

2. One look into the turbine housing and Rick is able to confirm his suspicion that carbon deposits have built up to the point that the vanes are stuck in the open position. This makes the truck act like it has a large fixed turbo (instead of a variable geometry unit), because the vanes cannot move to constrict the limited exhaust flow produced during low-rpm and low-load driving.

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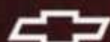
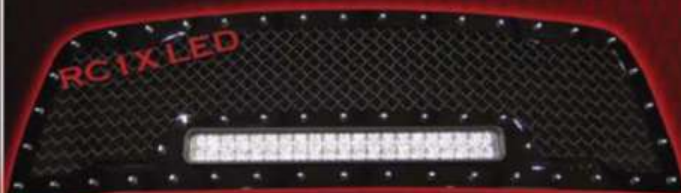
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3, 4. Rick removes the actuator piston that controls the drive plate (unison ring), which turns all the vanes inside the exhaust side of the turbo at the same time.

5. The unison ring and its mounting area had excessive carbon deposits that were preventing parts from moving freely.

6. Rick removes the vanes from the turbine housing and sets them aside. Keeping track of their placement isn't necessary because they're all identical.

7, 8. The thrust bearings, radial bearings, journals, shaft, and other parts are closely inspected. Rick says, "I measure everything, because even though a turbo is a simple device, if things are out of spec, it will reduce itself to 'kit form.'" He says it's not unusual for all of these parts to be reused on a 6.0L Power Stroke, but there's no reason to take chances.

9. With the parts inspected and verified as functional, everything is cleaned in a solvent bath washer to remove all oil residue and grease. Rick emphasizes you should make sure all parts are within specifications before you move on to cleaning because bad parts are a waste of time, and compromising on tolerances is not an option since variable-geometry turbochargers cycle and spin so quickly.

10. After cleaning, Rick inspects the compressor wheel for cracks or nicks on the fins that could be evidence of something striking the wheel and causing damage. This wheel has no signs of harm, so it can be reused.



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AMERICAN RACING AR172 15 16 17	ATX AX199 Mojave II 15 16 17 18	BLACK ROCK B.R. 937 Type 8P Steel 17	DICK CEPEK Blackout 15 16 17 18 20	GRANITE ALLOY GA640 16 17 18 20	MAMBA M18 15 17 18 20
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METHOD Mesh 16 17 18 20	MOTO METAL MO969 8-Lug 18 20	ULTRA Badlands 15 16 17 18	ULTRA Xtreme X106 Sawblade 17	WALKER EVANS 501 Legend 15 16 17	WORX 808 Beast II 8-Lug 18 20
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11



12



11, 12. A cartridge roll is used to remove any nicks, burrs, or imperfections inside the turbine housing and on the vane mounting posts.

13. It's also used to clean up the drive plate and remove any out-of-round edges that can be created by the extreme thermal cycling experienced by the turbocharger.

14, 15. Rick uses a media blaster cabinet loaded with glass beads to remove the carbon deposits inside the turbine housing, on the drive plate, and on the vanes. He says glass works best because it leaves a clean and smooth surface, unlike sand.

16. With everything nice and clean, the vanes can be installed and set aside until the turbocharger is reassembled.

13



14



15



16



“ The 6.0L diesel engine in '03 to '06 Ford Super Duty trucks has a reputation for needing repairs. While two competitors at Diesel Power Challenge 2015 proved it can be turned into a true performance powerhouse, civilians living with stock 6.0L-motivated daily drivers are often left frustrated.”



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17



18



17. Rick puts the shaft into a vise (the compressor wheel was removed during the turbo disassembly) and uses WD-40 and a 1,200-grit fine polishing band to smooth out the journals where the bearings ride. There was very little wear evident, so this step made the shaft look new again.

18. To install the compressor wheel on the shaft, Rick's preferred method is to spin it down to the last thread, then turn it just 30 to 45 degrees more: "Whatever feels right." This avoids excess pressure that can damage the wheel or pull and distort the shaft threads. Once it is in place, Rick uses a pen to make an index mark on the wheel and shaft (arrow) so they can be matched up during the reassembly.

19. With the compressor wheel temporarily back in place, Rick puts the entire shaft assembly onto a Hines two-plane turbocharger balance machine. The tests performed will reveal if the shaft is not completely straight or if it needs to be repaired or replaced.

20. A piece of wax is placed on the compressor wheel, adding artificial weight to dial in the machine. The speed is increased until it matches the rotor group weight determined for this particular turbo, and a strobe light illuminates when the heaviest part of the assembly is at the 12-o'clock position. The step is repeated with the wax removed, and since the strobe lights the same section where the wax was, Rick knows this shaft is still within factory tolerances and won't even need any sanding to correct an unbalance. He says it's not uncommon for the shafts on 6.0L turbos to be within spec even after more than 150,000 miles of use.

21. After all the cleaning and confirmation that all parts are good to go, Rick oils and replaces the bearings and other cartridge parts inside the centersection of the turbocharger.

19



20



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22. Next, he places the shaft assembly into the centersection and uses a vise to secure the turbine and shaft while he pulls the compressor wheel until the index lines match up.

23, 24. During installation, the actuator piston is timed with the lever that moves the unison ring, which turns the variable vanes.

25. Before the turbine housing is mounted back on the centersection, Rick uses an awl to remove any debris that could prevent a solid seal and cause an exhaust leak.

26, 27. With both sides of the turbocharger assembled, Rick attaches the compressor and turbine sections while making sure the index pin and the drive plate lever line up with the drive plate housing and the unison plate.

28. Once everything is confirmed to be in its rightful place, Rick is ready to tighten up the turbo assembly and replace the heat shield on the turbine and the end cap and its retainer for the VGT actuator. With the turbo reinstalled on the engine, owner Dave Rifkin says his F-350's performance is back to normal and that the truck feels just like it did the day he brought it home from the dealership. Plus, that pesky Check Engine light is gone and the rig easily passes a smog test, which means he'll have peace of mind for the next two years. **DP**

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Immediately after arriving at Bud's Diesel, we met technician Tom Pohl, who racked the '07 Chevrolet Silverado 3500HD on the outdoor lift and got to work.

SEPARATING GOOD FROM BAD: WIDE LOAD RIDES AGAIN!

AirDog's II-4G Fuel System Keeps KROQ's Project Dualie Safe and Clean

Words by **BRETT T. EVANS** + Photos by **BRETT T. EVANS**



JAY "LIGHTNING" Tilles is one lucky guy. He's got a great job with KROQ (a rock station in Los Angeles), and he gets to rub elbows with music legends on a regular basis. He even has a very cool, Gale Banks Engineering–built '07 Chevrolet Silverado 3500HD (called Wide Load) crew cab dualie to get him to events, concerts, and festivals all over the West.

But good luck occasionally runs out, and in this case, Lightning's small dose of bad mojo meant bad fuel, sourced from an unknown diesel station somewhere in California. Immediately, cylinder misfires and loss of power were evident, and a detailed investigation by technicians at Banks revealed 500-mile-old injectors that were



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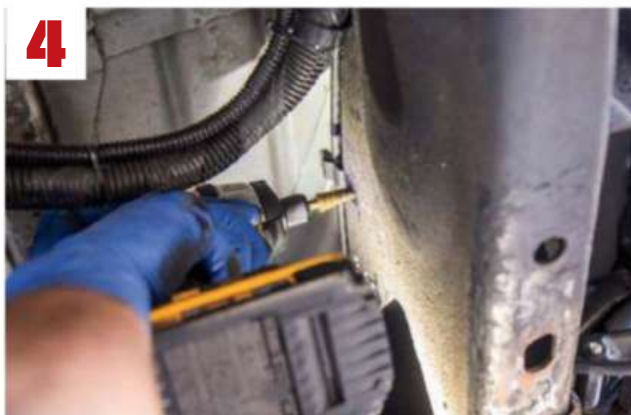
"completely trashed," a rusted fuel pump, a sludgy fuel tank, and gummed-up fuel lines. That bad batch of diesel was actually about 50 percent water, with visible algae throughout the mix. Like we said, sometimes luck runs out.

Lightning had Wide Load back on the road soon, and now he only fills up from popular diesel stations, since the in-ground diesel tanks get refilled with clean fuel regularly. But he still wanted to prevent another fuel-system failure, so he turned to PureFlow for help with finding a viable solution, which came in the form of the AirDog II-4G fuel separation system, a kit that includes the company's Preparator, filter, and air-to-water separator, as well as all the lines, wiring, and mounting hardware needed for an all-inclusive installation.

We met Lightning at Bud's Diesel, near Huntington Beach, California, to follow the mostly straightforward, bolt-on project.



The AirDog II-4G kit includes everything needed for a complete installation, such as wiring, mounting plates, spacers, hardware, and even new fuel lines.



1, 2. The KROQ truck's massive lift kit made figuring out where to mount the filters a bit of a challenge—mostly because we didn't want the filter canisters to be seen from below the frame. After some experimenting, Tom found a spot that works and, after ensuring the

mounting bracket was level, used a white pen to mark the places where holes needed to be drilled for the bracket's hardware.

3. With the bracket installed in this position (inside the frametail, just under the driver door), the pump and

filters are all but invisible and protected from damage.

4. Drilling holes in the truck's frame isn't easy. It took 10 minutes (and lots of Tom's upper-body strength) to get all four holes bored out large enough.

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5. Plastic spacers between the frame and the mounting bracket prevent the pump's sound and vibration from transferring to the truck's cabin. This is especially important, because even though the fuel pump is small, like any lift pump, it transmits a high-frequency vibration that might slowly drive a man insane.

6. With the mounting bracket finger-tightened to the frame and spacers, we're ready to get everything centered and torqued.

7. Next, we needed to install the hose fittings on the pump so fuel can move through the system leak-free. This is best done before mounting them to

the bracket, giving us maximum grip and torque to get them tightened down.

8. Thread locker/sealant is applied to each fitting before it's tightened down. This will keep the pump part of the fuel system tight as a drum for a long time.

9, 10. With the hose fittings attached, we maneuvered the pump onto the bracket, securing its underside using four hand-tightened hex bolts. After confirming everything fit where it needed to, we properly torqued the bolts all around. The fuel filter spins onto the shaft, while the air-water-fuel separator is attached to the back of the pump.

11. We can now attach the two key components of the setup. Thanks to Tom's detailed bracket mounting, the filters and separator are all but invisible when standing near the truck.

12. We ran these new hoses from the fuel tank to the inlet side of the pump, but they needed to be shortened. After removing a length of hose from the middle, we were able to graft the segments together using a hose joint and a lot of grease, both of the elbow and the lubricating variety.

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13. Properly shortened, the fuel line is affixed to the air-to-water separator's inlet.

14. Next, the fuel line from the filter to the new AirDog pump is attached.

15. Finally, the return line that runs to the truck's filler neck is attached.

16. Here, you see how we attached the hoses using zip ties, keeping them as close to the framerail as possible without encountering any pinch points or hot spots. This will protect the hoses from premature damage.

17. As we mentioned before, some of the fuel will be discharged from the filter and returned to the tank through the fuel filler neck. To facilitate this, we have to slash the filler neck's throat. Don't worry, we'll stitch it back together.



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18, 19. With the filler neck split, we install this T-fitting and clamp the hose down around it to prevent any leaks. With this task complete, we simply attach the hose that comes from the back of the filter. Easy.

20, 21. Next is wiring, but it's less complicated than it sounds. The AirDog pump seamlessly integrates with the Silverado's underhood fuse box. The most complicated aspect of the wiring is making sure all the connections are heat-shrunk, which requires a small butane torch. We also attached a battery ground.



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22, 23. Unfortunately, the moment we turned the ignition switch to ON (without starting the engine), diesel started gushing from the pump and filter assembly. A quick inspection of the pump's internals revealed that one of the O-rings had become slightly dislodged. Putting it back in place and gently reassembling the pump is an easy process.

24. The kit looks nice under the truck, complementing the full array of performance parts from Banks Power and tons of other suppliers. With it all put together, Lightning's KROQ Silverado is ready to run for a long time.



Dirty Fuel, Bad Results

BEHOLD, THE DANGERS of bad fuel. The "diesel" in this vial was taken directly from the fuel tank of Jay "Lightning" Tilles' '07 Chevrolet Silverado 3500HD, and it's actually about half water, half fuel. Also, the sludge floating around? That's algae, which confirms the fuel station that supplied this tank of diesel had let its supply age and degrade. The end results were fuel injector and fuel pump innards that were gunked up and rusted beyond repair—just a few hundred miles after their installation to boot.

The takeaway from this discovery is that it doesn't matter how new or how well-built your truck is, it's worthless when you fill it with bad diesel. Good, pure diesel will keep your truck's fuel system damage-free. But, if you ever find yourself having to fill up with contaminated fuel, having a system like the AirDog II-4G installed will definitely help keep everything clean. 



Layers of rust and gunk from the bad fuel coat these fuel system parts, rendering them useless.

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ECOB LIZZARD

Snow's Water-Methanol Makes Power, Torque, and Boost Gains for '14 to '16 EcoDiesel Rams and Jeeps

Words by **RICHARD HOLDENER and KJ JONES** + Photos by **RICHARD HOLDENER**



AT THIS JUNCTURE, a lot has been said and written about the '14 to '16 Ram 1500's optional 3.0L EcoDiesel V-6 engine, and it's definitely for good reason, as the company really had to join the "Eco" phenomenon created by GM's EcoTec and Ford's EcoBoost engines. However, instead of going with a direct-injected, gasoline powerplant—and given the inherent efficiency of diesel engines over their gas counterparts—Ram's new EcoDiesel combines the same high technology and boost of its competitors with the enhanced fuel economy of an oil burner.

While Cummins turbodiesels have long been the traditional "Ram engines (offered in the fullsize trucks)," by using the smaller 3.0L—which is actually produced by Italian engine maker VM Motori—Ram gives truck

buyers who want torque and power for towing (but don't need a ¾-ton rig) the performance and economy that make diesels so popular.

In stock trim, the EcoDiesel offers 420 lb-ft of torque—considerably more than Chrysler's 3.6L V-6 gas engine and even more than the 5.7L Hemi V-8. However, on the flip side of that, its 240 hp isn't overwhelmingly impressive.

Of course, since the 3.0L has less than half the displacement, no one expects 6.7L Cummins-type torque. This doesn't mean EcoDiesel owners aren't looking for more power, especially if it can be gained while improving the engine's already great fuel economy. Diesel horsepower and torque are essentially increased by adding fuel. And, in the case of this tech exercise, that

fuel is a mixture of water and methanol. Water-methanol increases power through something called the "steam effect," which occurs when the water in this mixture is converted to steam, which increases pressure in the cylinders and puts additional force on the pistons during combustion.

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work for increasing fuel, but simply adding diesel can have a seriously negative effect on a new diesel's fuel mileage. While commanding injectors to squirt extra fuel does yield power gains, economy suffers, because the excess soot produced by over-

fueling increases the frequency of diesel particulate filter cleaning ("regeneration").

Snow Performance has added a new, easy-to-install, water-methanol system to its Power-Max lineup, designed specifically for improving an EcoDiesel's power

and fuel economy, without increasing regeneration frequency. We installed and put the setup through its paces on a stock '14 EcoDiesel Ram and present to you our findings through the following photos and dyno data.



The Power-Max water-methanol system shown here (PN 440; \$699.99) is the latest offering from Snow Performance, designed specifically for the '14 to '15 Ram 1500's 3.0L EcoDiesel V-6 engine. The kit is chock-full of features, which include a VC-50 controller (with seven-color OLED display), Ultra High Output pump, and a pair of Hyper-Sonic nozzles.



1. The user-friendly, pushbutton VC-50 controller displays boost (in psi), injection percentage, and secondary-nozzle activation. The device also provides a low-level indicator for the water-meth supply and on-board diagnostics.

2,3. The Power-Max kit includes totally plug-and-play wiring harnesses (for the controller) and more than enough high-temp nylon tubing to channel water-methanol from the rear-mounted Ultra High-Output pump to the Hyper Sonic injection nozzles up front.



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4. The pump is capable of 300 psi. The high-pressure pump ensures optimum atomization through the injection nozzles.

5, 6. Our Power-Max setup was upgraded with a rear-mounted, 10-gallon, Snow Performance Boost Juice (water-meth) reservoir. The new, toolbox-style container is mounted along the side of the truck, which preserves most of the cargo space in the bed. Once the reservoir is in place, the system's low-fluid-level sending unit is also set up.



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7. The system's water-methanol injection nozzles are threaded into a trick, pre-drilled, silicone-boot coupler. That's right, unlike systems of the past, there's no need to modify the intake manifold. Simply thread in the nozzles and boost-reference fitting, and it's ready.

8,9. Here is the finished installation with the controller mounted on the EcoDiesel's dash for easy viewing and the coupler, with spray nozzles intact, plumbed into the intercooler tubing down in the engine compartment.

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ON THE DYNO

OUR EVALUATION WAS conducted using a stock EcoDiesel-powered '14 Ram 1500. In baseline tests on a Dynojet chassis dyno, the 3.0L V-6 engine produced 233.05 hp and 392.64 lb-ft of torque.

With the water-methanol, EcoDiesel performance was improved by another 50.87 hp and 111 lb-ft of diesel torque, with 4.14 psi of additional boost! We noticed in our analysis of the 283.92hp/503.19-lb-ft water-meth pull (see dyno chart) the gains were steady throughout the entire 2,000-rpm-to-3,700-rpm span. Our results were obtained using Snow's Boost Juice, a premeasured and bottled 50-percent-water/50-percent-methanol mixture. This formula can also be duplicated using blue -20-degree-rated windshield washer fluid that's "spiked" with a bottle of Heet fuel-line antifreeze.

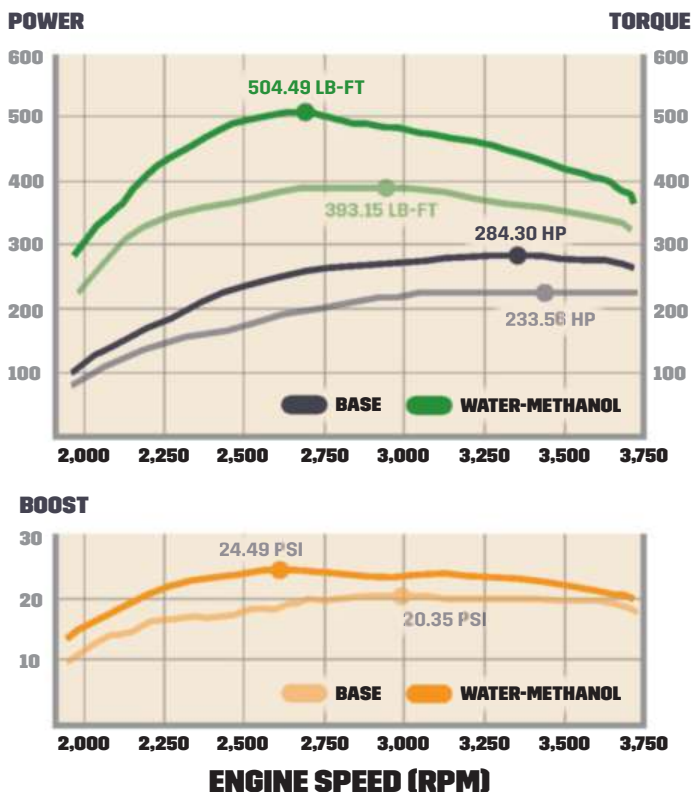
From a towing perspective, remember that the additional 110.55 lb-ft actually equates to a near-30-percent gain in torque output, which is definitely noticeable and welcome when pulling a boat or trailer up a sizeable grade. The additional benefits of water-methanol (significant reductions in inlet and exhaust gas temperature) are also important.

While extra power is all well and good, being able to safely

utilize that power is even better. Add to this idea the fact that the EcoDiesel version of Snow's Power-Max water-methanol system is DPF-friendly and does not trigger OBD-II trouble codes or affect the ECU's torque-management commands for a Ram 1500's ZF eight-speed automatic transmission in any way, and you have all the makings for a very stout V-6-powered rig. 



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2,300	152.47	348.16	194.90	445.03	42.43	96.87
2,400	164.81	360.66	215.92	472.49	51.11	111.83
2,500	174.80	367.22	234.13	491.85	59.33	124.63
2,600	187.60	378.95	248.47	501.92	60.87	122.97
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TIRE SHREDDERS

OIL-BURNING ACTION FROM
THE 2015 NHRDA SPRING
DIESEL NATIONALS

Words by **TREVOR REED** + Photos by **TREVOR REED**



THE CROWD AT Famoso Raceway erupted with cheers and applause when Alex Torres finally stopped torturing the tires under his Duramax LB7-powered '84 Chevrolet K-10. The awesome smoky burnout you see here was the capper to a weekend filled with wild performances by competitors who traveled from all over the country to the 2015 NHRDA Spring Diesel Nationals in McFarland, California, just north of Bakersfield. While the event ended on the abused concrete, it started with churning dirt during a full night of sled pulling action across the parking lot from the dragstrip.

Sled Pulls

Nick Adamson came all the way from American Falls, Idaho, to push the limits of his '06 Dodge Ram, treating the audience to a massive 357.13-foot-long pull for First Place in the 3.0 Class—and the longest pull of the night. Second Place went to John Esteves from Oakdale, California, who made it out to 324.54 feet with his '02 GMC Sierra. The trophy for the Super Stock Class went to Jason Stott from Rock Springs, Wyoming, with his '03 Dodge Ram.

Elizabeth Stott (also from Rock Springs) became the first of two



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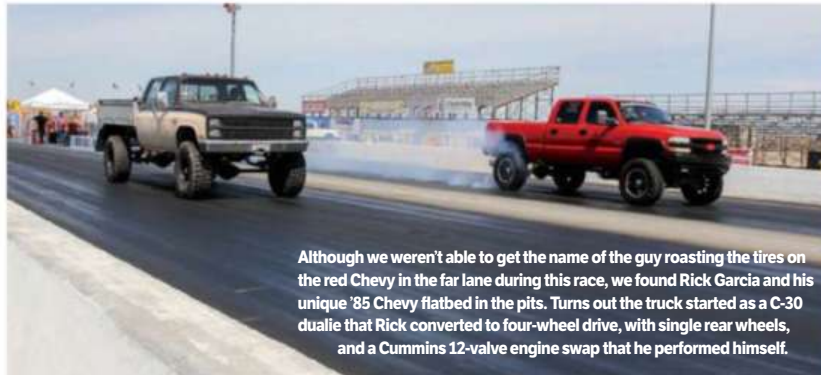
women to take home First Place when she pushed her '12 Dodge Ram out to 304.83 feet to win the 2.5 Class. John Taormina came in Second with a 296.78-foot-long pull, and Jared Ballinger took home a close Third with a 295.06-foot-long run. Karissa McAdams continued the impromptu ladies' night when she took First Place in the Work Stock Class with a 305.04-foot pull—and this was only her second competition (see the sidebar to learn more about her and the '01 Chevy



The 2015 NHRDA Spring Diesel Nationals were capped off with this wild burnout by Alex Torres of Tulare, California. His '84 Chevy K-10 is powered by a Duramax LB7, and the hood was left covered with rubber from the 15½-inch-wide rear tires after his performance.



Shown here on the Jefferson State Diesel dyno, Austin Morrow got 647 hp and 993 lb-ft of torque out of his '97 Dodge Ram.



Although we weren't able to get the name of the guy roasting the tires on the red Chevy in the far lane during this race, we found Rick Garcia and his unique '85 Chevy flatbed in the pits. Turns out the truck started as a C-30 dualie that Rick converted to four-wheel drive, with single rear wheels, and a Cummins 12-valve engine swap that he performed himself.

DRAG RACES RESULTS

	DRIVER	VEHICLE	HOMETOWN	E.T.	MPH	R.T.
PRO STOCK						
WINNER	RYAN MILLIKEN	'41 WILLYS	NAVARRE, FL	9.626	131.88	0.407
SUPER STREET						
WINNER	DANIEL PIERCE	'03 DODGE	BIG SPRING, TX	9.220	152.68	0.211
RUNNER-UP	ROB CODDENS	'02 GMC	EAGLE, ID	10.409	132.78	0.184
#1 QUALIFIER	DANIEL PIERCE	'03 DODGE	BIG SPRING, TX	9.635	144.55	N/A
10.90 INDEX						
WINNER	BRIAN BAUMAN	'03 CHEVROLET	FLAGSTAFF, AZ	11.511	108.39	0.188
RUNNER-UP	ADAM AQUINO	'07 DODGE	SUNNYVALE, CA	11.755	113.76	0.268
SUPER DIESEL (11.90 DIAL-IN)						
WINNER	JAY LYNCH	'07 DODGE	OAKLEY, CA	12.526	107.50	0.405
RUNNER-UP	LARRY STRAWN	'30 FORD	REDDING, CA	12.411	106.93	0.584
#1 QUALIFIER	STEVE McCONNACHIE	'84 CHEVY	HEMET, CA	11.954	115.74	N/A
SPORTSMAN						
WINNER	MATT RAY	'06 CHEVY	CENTRAL POINT, OR	14.007	95.27	0.171
RUNNER-UP	BRADLEY ROBERTS	'05 CHEVY	DAVIS, CA	13.328	102.03	0.162
#1 QUALIFIER	JOSH DUTRA	'02 GMC	HOLLISTER, CA	N/A	N/A	0.020
HOT ROD SEMI TRUCK						
WINNER	WAYNE TALKINGTON	'63 KENWORTH	N/A	11.830	114.22	N/A



This '63 Kenworth driven by Wayne Talkington performs a burnout before flying down the quarter-mile track at Famoso Raceway in 11.830 seconds at 114.22 mph to win the Hot Rod Semi Truck Class.



Joey Rodriguez of nearby Delano, California, wasn't afraid to race his flashy, lifted and LED-equipped '12 Dodge Ram down the track for a time of 13.707 seconds at 98.17 mph against a 13.30 dial-in.



Jason Avila put his wedding proposal to Kristi Rogers on the tailgate of his truck so she would see it when he raced down the strip. She wondered why her mom and aunt were so interested in going to the drag race that day and found out when the track announcer read what was printed on the tailgate to the entire crowd. (She said, "Yes.")

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nicknamed Lil' Turd). Elizabeth Stott's pull in this class was less than 2½ feet shorter than Karissa's, putting her in Second Place for her second podium finish of the night, and local Richard Matt, Jr. from Bakersfield came in Third Place using his '11 Dodge Ram to reach 301.53 feet. The Exhibition Class featured the second-longest pull of the event, with Les Sczmidt using his '07 Dodge Ram to reach 347.89 feet for First Place, followed by Tom Wallace in Second, and local Steve Rodriguez from nearby Delano, California, taking Third Place.

Diesel Drags and More

On the second day of the event, the Famoso dragstrip was filled with a variety of diesels spanning 84 model years. Fans witnessed everything from a '30 "Fodge" (Ford/Cummins) and a Pro Stock '41 Willys Americar "Batmobile" to an '84 Chevy Blazer, an '08 Mercedes-Benz E320 BlueTec, and even a '14 Audi Q7 TDI. These oddballs competed against the "usual suspects" you find at diesel drags: '99-and-up Dodges, Fords, and GMs.

Ryan Milliken was undisputed in the Pro Stock Class, so he took the "Batmobile" on a conservative 9.626-second-at-131.88-mph run. The wild Duramax LBZ-powered car is actually capable of low 8-second passes (or even faster!), which you can learn more about in the article on page 70. The Super Diesel Class had a very close finish with Jay Lynch in his '07 Dodge achieving a reaction-time win over Larry Strawn in his '30 "Fodge." The class also featured



Brad Makinen's "Batmobile" is a '41 Willys Americar, powered by a 1,400hp Duramax engine. Ryan Milliken drove it conservatively during an uncontested pass of 9.626 seconds at 131.88 mph.



Karissa McAdams and Lil' Turd

We caught up with Karissa McAdams after she got her first sled pull win in only her second competition. Here's what she had to say about the experience.

Diesel Power: Tell us about your win at the 2015 NHRDA Spring Diesel Nationals.

Karissa McAdams: *The Bakersfield event was the second time I had ever pulled anything (other than at the Pullin' for a Cure benefit in Hollister, California). Lil' Turd was running good that night at Famoso. It all happened so quickly that I only remember slowly rolling into the throttle, then once she got going, I just put it to the floor.*

DP: What was it like to win?

KM: *Winning was so awesome! I was worried about being the first person to pull, because I could be knocked out of First Place quickly, especially when the other girl [Elizabeth Stott] who pulled in my class got so close to my distance. When they announced I won, all I could hear was my mom screaming.*

DP: Where do you keep the trophy?

KM: *I keep the trophy in my living room so I can see it every day. It's a great addition to the décor in our home.*

DP: Have you competed since your win?

KM: *I have competed once more since Bakersfield. It was the sled pulls at Casa de Fruta, and there were quite a few people in my class. My brother and a few of our friends also competed that same day. I didn't win, which was a bummer, but my brother won First Place, which was pretty cool!*

DP: What are your plans for the future?

KM: *I plan to pull more in the future. There is an event coming up in Hilmar, California, and we are going to compete. It's all for fun. I'm not in it for the points. I just like to see what I can pull and how far. Hopefully, with more practice and small improvements to the truck, I can become more consistent in pulling and win!!!*



FAST FACTS:

TRUCK NAME: Lil' Turd

VEHICLE: '01 Chevrolet Silverado 2500HD

CLASS: Work Stock

OWNER: Michael McAdams

DRIVER: Karissa McAdams

HOMETOWN: Castroville, California

ENGINE: 6.6L Duramax V-8

PROGRAMMER: PPE Xcellerator

POWER: 350 to 400 hp

EXHAUST: MBRP 5-inch

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The 10.90 Index Class bracket came down to Brian Bauman in his '03 Chevy race truck fitted with slicks and Adam Aquino in his '07 Dodge Ram. The front tires almost left the ground as Brian pushed the Chevy through an 11.511-second run at 108.39 mph.



The Number One qualifier for the Super Diesel Class was Steve McConnachie, who ran an 11.954-second-at-115.74-mph pass in his quick fullsize '84 Chevy Blazer.

strong runs by Steve McConnachie in a fullsize '84 Chevy Blazer, including an 11.818-second pass at 116.16 mph that knocked him out due to a 11.90 dial-in time.

The 10.90 Index Class bracket came down to Adam Aquino of Sunnyvale, California, in his '07 Dodge Ram versus Brian Bauman of Flagstaff, Arizona, in his '03 Chevy race truck fitted with slicks. The tires and a quick reaction time of 0.188 seconds helped Brian take home First Place. The Sportsman Diesel Class had the most racers competing against each other (39 of them!), including a face-off between Audi and Mercedes-Benz. After five rounds, the final matchup was Bradley Roberts of Davis, California, and his '05 Chevy versus Matt Ray of Central Point, Oregon, in his '06 Chevy. Matt ran 14.007 seconds against a 13.98-second dial-in to take home First Place.

The drag races ended with a Super Street Class shootout between Rob Coddens of Eagle, Idaho (no stranger to readers of *Diesel Power*), with his '02 GMC race truck, and Daniel Pierce of Big Spring, Texas, with his '03 Dodge Ram, which has 370,000 miles on the original engine (learn more on page 80). After qualifying, Daniel advanced through the rounds without having to race and ended up paired with the veteran "Idaho Rob." Both trucks ran incredibly fast, but Rob's 10.409-second-at-132.78-mph pass was not enough to beat an impressive 9.220-second-at-152.68-mph run by Daniel, who took home First Place.

After the races were over, a few brave souls risked their tires during the burnout event for the chance at a

SLED PULL RESULTS

	DRIVER	VEHICLE	HOMETOWN	DISTANCE
SUPER STOCK				
WINNER	JASON STOTT	'03 DODGE	ROCK SPINGS, WY	111.14
3.0 CLASS				
WINNER	NICK ADAMSON	'06 DODGE	AMERICAN FALLS, ID	357.13
2ND PLACE	JOHN ESTEVES	'02 GMC	OAKDALE, CA	324.54
2.5 CLASS				
WINNER	ELIZABETH STOTT	'12 DODGE	ROCK SPRINGS, WY	304.83
2ND PLACE	JOHN TAORMINA	'02 DODGE	SAN JOSE, CA	296.78
3RD PLACE	JARED BALLINGER	'03 DODGE	PAICINES, CA	295.06
WORK STOCK CLASS				
WINNER	KARISSA McADAMS	'01 CHEVY	CASTROVILLE, CA	305.04
2ND PLACE	ELIZABETH STOTT	'12 DODGE	ROCK SPRINGS, WY	302.59
3RD PLACE	RICHARD MATT JR.	'11 DODGE	BAKERSFIELD, CA	301.53
EXHIBITION CLASS				
WINNER	LES SCZMIDT	'07 DODGE	CROCKETT, CA	347.89
2ND PLACE	TOM WALLACE	'05 DODGE	WINDSOR, CA	290.11
3RD PLACE	STEVE RODRIGUEZ	'12 DODGE	DELANO, CA	281.16



Elizabeth Stott took home trophies for First and Second Place in two different classes during the sled pull competitions. Her '12 Dodge Ram reached 304.83 feet when she won the 2.5 Class.

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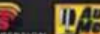
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The sun set on a row of diesels as the 2015 NHRDA Spring Diesel Nationals came to an end at Famoso Raceway in McFarland, California.



Abby Amgeles of San Diego, California, piloted this '14 Audi Q7 down the track next to a Chevy Cruze diesel during the qualifying rounds for the Sportsman Diesel Class. She ran 19.103 seconds at 65.40 mph during the first round of the event.



The Sportsman Diesel Class had 39 competitors and ended up with Bradley Roberts of Davis, California, and his '05 Chevy (white, close lane) versus Matt Ray of Central Point, Oregon, in his '06 Chevy (gray, far lane). Matt ran 14.007 seconds against a 13.98-second dial-in to take home First Place.




Daniel Pierce ran a very quick 9.220 seconds at 152.68 mph to win the Super Street Class in his '03 Dodge Ram over Rob Coddens in his famous '02 GMC.



EVENT RESULTS

	NAME	VEHICLE	HOMETOWN
BURNOUT			
WINNER	ALEX TORRES	'84 CHEVY	TULARE, CA
DYNO			
WINNER	A.J. MUNGER	'06 CHEVY	N/A
SHOW 'N' SHINE			
WINNER	DANNY WALKER	'02 CHEVY	LAS VEGAS, NV
SEMI TRUCK SHOW 'N' SHINE			
WINNER	MIKE MAGGINI	'98 PETERBILT	RIVERDALE, CA

cash prize and bragging rights. All the trucks put on big a show for the crowd, but they couldn't match the massive burnout by Alex Torres, who destroyed 15½-inch-wide Mickey Thompson Baja MTZ tires with his Duramax/Allison-swapped '84 Chevy K-10 pickup. After the mayhem was over, the trophies were presented and soon the farm roads surrounding Famoso Raceway were filled with trailers carrying trucks back home. To find out more about events such as this one, including the NHRDA World Finals in October, go to nhrda.com. 

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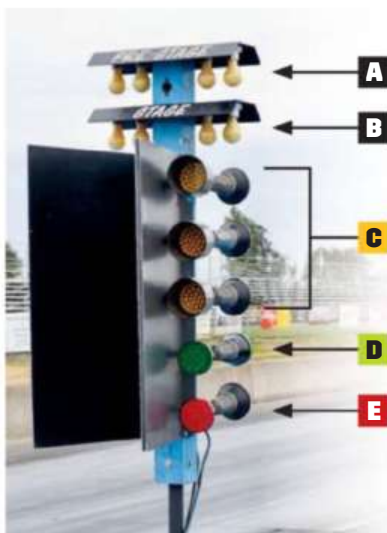
HOW TO DRAG RACE YOUR DIESEL!

Tips and Tricks for Getting Down the Dragstrip

>> **ONCE A CURIOUS** oddity on the dragstrip, diesel-powered pickups can now be seen tearing down tracks all across North America. In addition to pickups, compact cars like Volkswagen Jettas and Golfs are starting to get in on the action, as well as diesel-powered sports sedans and SUVs. With the popularity of diesel drag racing at an all-time high, we've created a list of tips and tricks for beginners and intermediate racers, including some sound advice from the pros of the sport—those who drag race diesels on practically a weekly basis.

Before You Hit the Track

Drag racing your hot-rodded diesel rig actually starts well before you hit the dragstrip. Almost all dragstrips have a mandatory process called a tech inspection, which is a basic once-over of your vehicle (performed by a track official) to ensure



A device known as a Christmas Tree starts a drag race, and it's good to get familiar with how it works before you ever go to the track. The top two rows of lights that are pointed down toward the ground are known as the pre-stage (A) and staging (B) lights. These lights are activated by the vehicle's tire, and two bulbs lit on both sides means both drivers are ready to run. From there, the amber lights facing the driver (C) will either flash at half-second intervals (Sportsman Tree) or all at once (Pro Tree). Either way, the driver should start his launch at the flash of the last amber light. A green light (D) will signal a good start, while a red light (E) means the driver has jumped the start, which means a loss.

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whatever you're racing is safe. Such hazards as nails or screws in tires, a cracked windshield, batteries that aren't properly secured, fluid leaks, or excess mud, dirt, or gravel in the bed are all reasons why you might be sent home rather than to the starting line. Even having improper clothing for racing like shorts, sandals, or tank tops can have you running to Walmart for acceptable gear. While a helmet isn't required until you run 13.99 seconds or faster in the quarter-mile, even a 15- or 16-second ride has to be safe before you make a pass. It's always a good idea to check with the dragstrip first to see if there are any special rules for diesels (like exhaust turn-ups) before heading to the strip.

The Staging Lanes and Starting Line

So you've gained entrance to the track and are ready to make your first run. After tech inspection, you'll most likely head to the pits. Please note that the pits are usually a pretty busy area, full of serious racers



The staging lane area at a dragstrip is almost like a truck show, so it's tempting to walk around and look at other people's rides. Stay close to your vehicle at all times, however, in case your lane moves. Also, have your air conditioner turned off and be ready to rock, with your helmet on, seatbelt fastened, and window up when it's time to race.



It's a good idea to talk to a tech inspector before you race to see if there's any type of special equipment (such as this exhaust turn-up) that's needed for your diesel. The most common infractions that can get drivers sent home include excessive dirt (in wheelwells or a truck's bed), a cracked windshield, batteries that aren't secure, and engine oil/transmission fluid or water leaks.

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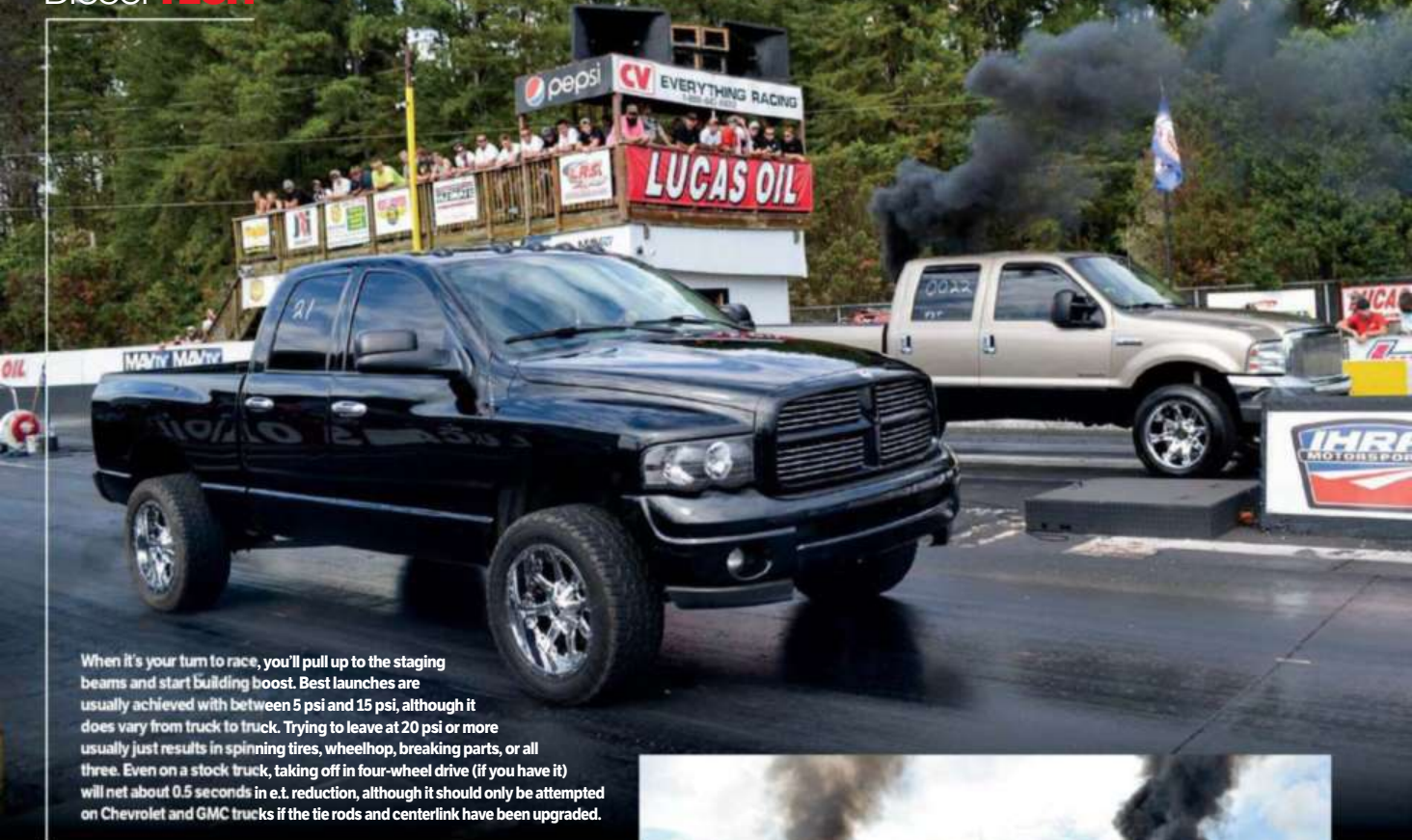


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When it's your turn to race, you'll pull up to the staging beams and start building boost. Best launches are usually achieved with between 5 psi and 15 psi, although it does vary from truck to truck. Trying to leave at 20 psi or more usually just results in spinning tires, wheelhop, breaking parts, or all three. Even on a stock truck, taking off in four-wheel drive (if you have it) will net about 0.5 seconds in e.t. reduction, although it should only be attempted on Chevrolet and GMC trucks if the tie rods and centerlink have been upgraded.

who might be unloading \$100,000 cars. So, speeding, blowing smoke, or doing donuts is a definite no-no in the pit area. Just beyond the pit is an area called the staging lanes, where drag racers line up to race. Often, street vehicles will be designated a certain numbered lane, so make sure you know which lane you're supposed to be in before heading to the staging area. From there, it's just like rush-hour traffic: You sit in the staging lanes and move forward one lane at a time as more vehicles go down the dragstrip. Leaving your car or running your air conditioner (which creates condensation) is frowned upon, so make sure to stay close to your vehicle—and keep your A/C off—until it's your turn to go.

The Burnout Box and Staging

As you get close to the front of the line, you'll see a track official directing cars. Pay very close attention to this person, as he or she will be the one telling you which lane you need to be in and when to pull onto the track. At this point, your windows should be up, and you should be ready to race. Regardless of whether you're in a two-wheel-drive or four-wheel-drive rig, it's become common practice to pull around the water box that most tracks use for burnouts, then back into the puddle if you wish to do a burnout. After wetting the tires, you will be asked to pull forward slightly (maybe 6 inches or so), and then you can do a burnout of a few seconds to clean off the tires. Don't overdo it! While huge 300-foot burnouts may impress your friends, they'll earn you a warning from the starter. If you're done with your burnout or you just pulled around the water box and straight onto the track (common on four-wheel drives), then it's time to stage the truck at the starting line.



The first 60 feet is often considered the most difficult part of a run. In four-wheel drive, expect the truck to pull a little to the right or left, which will require some steering input. Once the vehicle is down track a good way, just hang on until the end. If you hear any pops or bangs, it's best to pull off to the side of the dragstrip, in case the vehicle is spilling any fluid.

TIPS FROM THE PROS

Before you start adding power, get used to your truck and how it goes down the dragstrip. Be as consistent as possible with your current combination; that way you'll already know how to drive it once you turn the power up."

— "Idaho" Rob Coddens, NHRDA Super Street Record Holder (9.47 seconds at 152 mph), 2013 Super Street Champion

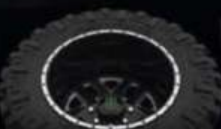




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When pulling forward, note that the staging lights are actually in two small boxes on the ground, rather than up at the starting device that's better known as a "Christmas Tree." There are elements in the staging process. The first is "pre-stage" (the first light in the top row of the Christmas Tree is activated once the vehicle's tires break the first light beam that runs across the starting line), and then "staged," which occurs when a second light beam across the starting line is broken, which activates the second bulb in the top row of the Christmas Tree. The staged beacons are the starter's cue that a driver is ready for the green light.

Your First Pass: Launch and Hold On!

Once both the pre-stage and stage bulbs are lit, the lights on the Christmas Tree will flash "amber, amber, amber, green," at half-second intervals. This is called a Sportsman or .500 tree; the driver should leave on the last amber. If your tires spin, just try and modulate the throttle as best as you can, rather than do a giant burnout. If you're in a four-wheel drive, the vehicle should just grip and go. If something happens during the pass like smoke, a pop, or bang, pull over to the side of the track near the guardrail as quickly and safely as you can. Driving all the way down the dragstrip with leaking oil or antifreeze is a good way of making other racers very irritated with you.

Assuming everything goes right and your vehicle accelerates and shifts like it should, keep the hammer down until you cross the finish line, which should be indicated by a stripe or two orange timing lights in the middle of the track. At this point, let off, and start applying the brakes, but unless your truck is really fast, you probably don't need to stop abruptly. Once you've slowed, take the first turnout you can make to reach the return road, keeping in mind the vehicle in the lane nearest to the return road always has the right of way. From there, maintain a reasonable speed down the return road, and then collect your timeslip! Congratulations, you've just made your first pass.

Boosted Launches

If you're racing a four-wheel-drive (or two-wheel-drive with slicks or drag radials), then it's a good idea to start building boost as soon as both staging bulbs are lit, so you can launch under a good amount of power. While this is the best way to get quick elapsed times, it's also more difficult than one might think. After pulling

Left Lane		Right Lane	
---	LEFT	RIGHT
Car # ...			347
Class ...			
DIAL ...			
R/T040
60' ...			1.714
330 ...			5.079
1/8 ...			7.842
MPH ...			89.02
1000 ...			10.247
1/4 ...			12.290
MPH ...			110.34

After your run, you'll receive a timeslip that gives you elapsed time and speed results, but it also has a bunch of other useful information. "R/T" is your reaction time to the green light, your 60-foot time can be used as an indicator of traction, and both eighth-mile and quarter-mile times and speeds are given. On this timeslip, a reaction time of .040 second (this is a very good reaction time), 60-foot time of 1.71 seconds, eighth-mile time of 7.84 seconds at 89 mph, and quarter-mile time of 12.29 seconds at 110 mph all indicate everything was working well on this pass.

If you are using slicks, doing a healthy burnout will definitely help improve traction, but don't overdo it. Performing a long burnout past the starting line shouldn't be done unless you OK it with a track official first.



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In four-wheel drive, excellent traction can be achieved no matter what type of tread the tires have. This '10 Ford F-250 built by Maryland Performance Diesel was able to run mid-6s in the eighth-mile on simple street tires.



If you have a two-wheel-drive truck or car, racing slicks will give you the best traction, especially as power rises. Even on 13- or 14-second rides, slicks can drop a full second off the vehicle's elapsed time.

up right before the pre-stage and staging lights, power-brake the truck (or car) so it builds about 5 psi of boost. Creep into the first staging beam by letting up slightly on the brake, until the pre-stage bulb is lit. At this point, the other competitor should be doing the same thing. Gradually give the vehicle a little more throttle and creep into the second beam.

At this point, you should be at about 10 to 15 psi of boost and ready to launch. If something goes wrong with the other competitor or the tree doesn't activate, don't just sit there against the torque converter, as this could result in serious torque converter and/or transmission

damage. If everything goes right and you're able to leave on the last yellow, floor the throttle rather quickly while stepping off the brake as fast as you can to achieve the best launch. Once you've mastered leaving the line with boost, you can start raising the boost levels to determine when the vehicle breaks traction. Diesels make so much torque that virtually no oil-burning truck or car (even all-out racing vehicles) can leave the line at maximum boost. Also, keep in mind that leaving the line hard can result in transmission, driveline, or suspension breakage, so play at your own risk when it comes to taking off with a good amount of boost.

TIPS FROM THE PROS

“

Diesels can be very consistent drag race vehicles at moderate power levels. My truck has made 457 hp at the rear wheels, runs low 13s, and I have about 800 dragstrip passes on it since 2004. I've gone from Washington to Indianapolis to race and then driven it back home.”

—Jim Calhoun, winningest driver in NHRDA history



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A dedicated diesel race truck can leave the light at 15 psi of boost or more, but it should have a dedicated transmission, driveline, and rearend that can handle the stress of high-boost launches.



Building a lightweight vehicle is a good way to ward off parts breakage and go fast at the dragstrip. This 6.0L-powered '03 Ford Ranger built by Cutting Edge Diesel has broken into the 9.30s in the quarter-mile, thanks in part to its sub-5,000 pound race weight.

Drivetrain and Chassis Tuning

The first pass you make will hardly be your best. There are many ways to whittle down your elapsed time while still running the same basic setup. For instance, we know of one driver who picked up a tenth of a second after creating his own ram-air system. Another picked up two tenths by removing unnecessary weight from his truck. A third competitor picked up three tenths by experimenting with suspension, tire pressure, and boost during the launch. A fourth was able to adjust the rate of torque converter lockup and gained two tenths. The point is, adding huge injectors and a big turbo might not be what you actually need to run the elapsed time you want,

and all those tenths that come from refining a combination add up!

Final Thoughts

It makes no difference whether you drive an 8- or an 18-second truck, diesel drag racing can be fun for just about any competitor. Just like sled pulling, drag racing is meant to be a fun family activity, so don't be nervous about asking fellow competitors for advice. Having a combination where everything matches (such as the torque converter stall speed and turbocharger size) is perhaps the most important aspect of diesel drag racing, so make sure to do your homework before you make any big changes. Now get out there and have some fun! There's nothing like beating muscle cars in a 4-ton truck! **DP**

TIPS FROM THE PROS

“

It's tempting to just put a diesel drag vehicle in the trailer after a race, but proper maintenance is very critical. It's better to catch a problem right after a race than a few days before the next one.”

— **Jarid Vollmer**, NHRDA Pro Street record holder (8.51 seconds at 160 mph) and three-time Pro Street Champion



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Words by **BOB CARPENTER** + Photos by **BOB CARPENTER**

OUTLAWS TURNED LEGIT



THE TS PERFORMANCE THREE-DAY EVENT IS BETTER THAN EVER



Adam Hallien of Fort Wayne, Indiana, drove his Dodge "Wrecker" (top) to the best of his abilities, and it earned him a win in the 2.6 Diesel Truck Class. He went 313.28 feet on a 320-foot track. Drag racing is vicious. It twists strong metal and makes weak things pop. This Ram (above) was up to the challenge.



FIFTEEN YEARS AGO, the competition-crazed bunch at TS Performance decided to host their own outlaw race event. No one would have predicted it would end up becoming one of those must-attend events on every diesel enthusiast's yearly calendar, but it has in a big way.

Stretched from two to three days for the 2015 iteration, the fun just grew proportionally. With drag racing at Beech Bend Raceway in Bowling Green, Kentucky, on Thursday and the sled pulls (and show 'n' shine) on Friday and Saturday at Jim Roberts Community Park in Franklin, Kentucky, there was plenty of time to see and do everything. In years past, a lot of spectators had to leave the drag-strip before the finals were over in order to secure decent parking and a good seat at the sled pulls (held at a different location, about 30 miles away). Now the crowds could see it all, provided they could stretch their weekend to include Thursday!

Another twist had some classes running the eighth-mile instead of the quarter-mile just to provide an added bit of safety. Still, the throngs were thrilled to see diesel-powered race vehicles



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going more than 215 mph. Some of the fastest eighth-mile racers were pushing 110 mph. What started out as a drag race to pit hopped-up diesel pickups against each other with a minimum set of rules has grown to include diesel-powered dragsters, altered, and even an occasional diesel-powered car. Hey, it's still an outlaw event! The fastest run we witnessed was a 6.741-second pass at 215.17 mph by the Scheid Diesel rail car. A dyno is always there along with the drags so anyone can have their truck strapped down to see exactly what kind of power it makes—and maybe win a bet!

The intensity ramped up significantly on Friday when everything moved from the dragstrip to Jim Roberts Community Park. Vendors' alley was a virtual showcase of the best parts the industry has to offer. You could stare at a cutaway transmission from DieselSite, ask the Scheid rep about parts for your truck, talk the American Force wheel booth out of a hat, or get detailed info on turbos from one of several booths. The show 'n' shine was conveniently located close to the sled pull in a grassy bowl. Some trucks



Christopher Almeida's orange Ram got a lot of attention during the show 'n' shine.



The sights and sounds of a sled pull are something you just need to experience in person to fully appreciate. Let this photo serve as a small idea of the nastiness that goes on at the track.



The Pro Stock trucks had a great day at Beech Bend Raceway Park.



Aaron Rudolph's truck is one of the crowd favorites. It always runs strong.

SLED PULL RESULTS

AIRDOG 3.0 DIESEL TRUCKS - FRIDAY

1	CUMMINIZED OUT	DANIEL WHALEN	FRANKLIN, ILLINOIS
2	TWISTED METAL	DALTON TARR,	ROCHESTER, ILLINOIS
3	NUT JOB	BRION WITHOW	MECHANICSBURG, OHIO
4	JUSTIFIED	ANDREW SAUER	FLEMINGSBURG, KENTUCKY
5	BAILLEE DIESEL	JIM GREENWAY	NIXA, MISSOURI

AIRDOG 3.0 DIESEL TRUCKS - SATURDAY

1	SOUND OF MADNESS	JOSH BOWERS	SOMERSET, OHIO
2	PENN FARMS	MATT PENN	EDINA, MISSOURI
3	PULLIN TO PLEASE	CRAIG DEETER	COOPERSTOWN, PENNSYLVANIA
4	JUSTIFIED	ANDREW SAUER	FLEMINGSBURG, KENTUCKY
5	GUNSMOKE	JEREMY TEDROW	DELTA, OHIO

2.6 DIESEL TRUCKS - FRIDAY

1	WRECKER	ADAM HALLIEN	FT. WAYNE, INDIANA
2	CUMMIN ON	BRANDON OVERMYER	ROCHESTER, INDIANA
3	MEGATRON	JASON WAYMAN	KIRKSVILLE, MISSOURI
4	BURLEY X-PRESS	CHASE ELLER,	LAFAYETTE, TENNESSEE
5	BURLEYBILT	TAD INGRAM	LAFAYETTE, TENNESSEE

2.6 DIESEL TRUCKS - SATURDAY

1	WRECKER	ADAM HALLIEN	FT. WAYNE, INDIANA
2	MOST HATED	C.W. CARTWELL	MONTICELLO, INDIANA
3	BURLEYBILT	TAD INGRAM	LAFAYETTE, TENNESSEE
4	LINCOLN DIESEL	BRENT MEYER	REDGRANITE, WISCONSIN
5	SCHERER DETERMINATION	ERIC SCHERER	OLNEY, ILLINOIS



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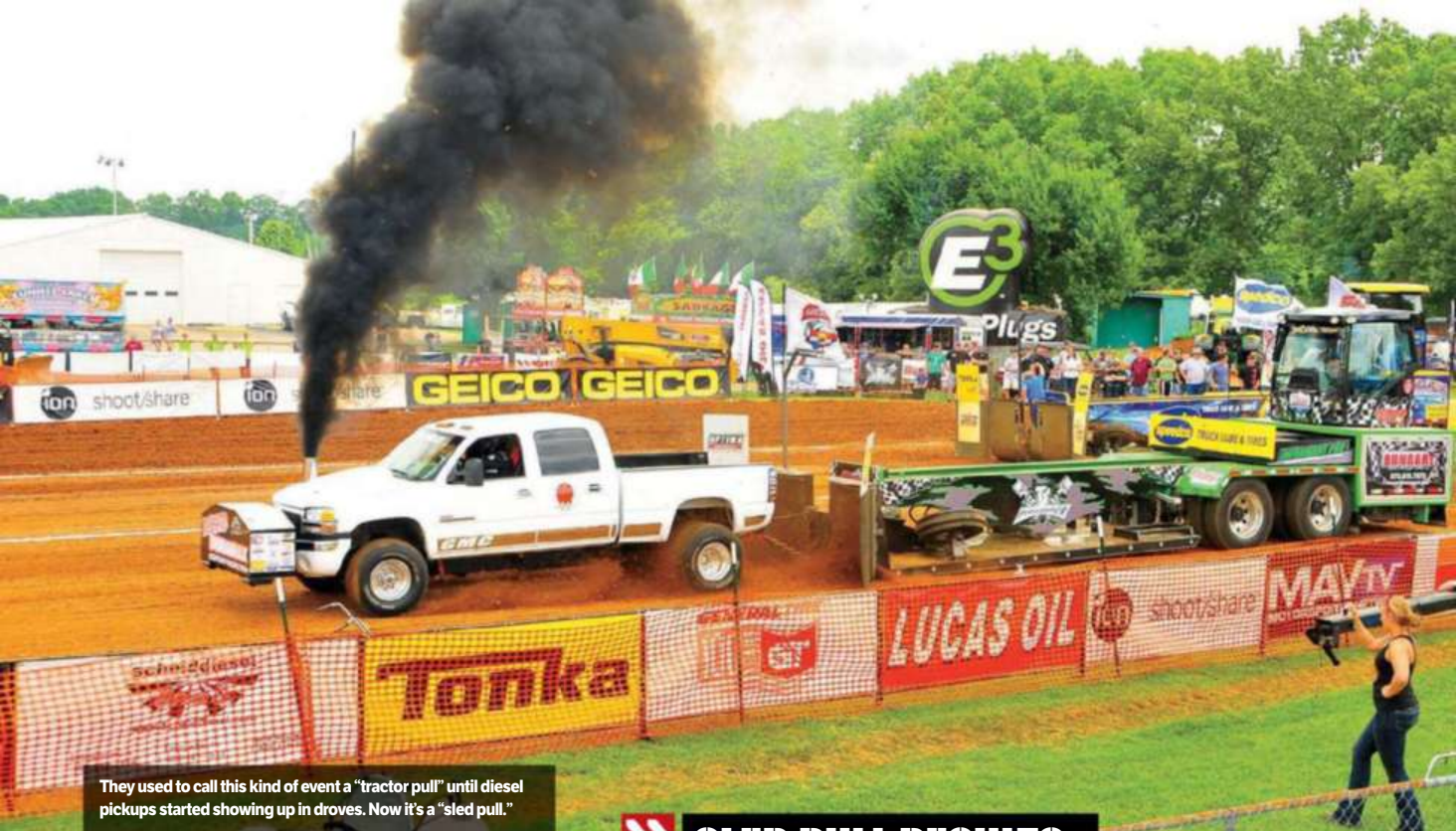
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They used to call this kind of event a "tractor pull" until diesel pickups started showing up in droves. Now it's a "sled pull."



parked up on the ridge overlooking everyone else; the effect was a lot of trucks parked in a somewhat planned-out way that made it easy to see all of them (not just row after row of pickups). There are always a few rowdies in the crowd. We've publicized "Bull-horn Guy" before, so we'll skip his photo this year, but we chuckle a lot when he's "on."

The sled pull was a big draw, not just for pickup lovers, but for the surrounding community. The roads get clogged, and it takes some time to get into the park if you don't get there early. There's a good reason for that, as the pulls are very entertaining.



If you run your exhaust stack through your hood like this Ram, there's very little piping involved.

SLED PULL RESULTS

SUPER MODIFIED 2WD TRUCKS

1	AFTER MIDNIGHT	JOHN MUMMA	PHILO, ILLINOIS
2	MIDNIGHT REVENGER	JARED NELSON	ALTAMONT, ILLINOIS
3	SPEEDCO MIDNIGHT GAMBLER	JEREMY NELSON	SIDNEY, ILLINOIS
4	MAVTV	KEITH LONG	GLASGOW, KENTUCKY
5	RIDING DIRTY	KEITH LONG	GLASGOW, KENTUCKY

ARP SUPER STOCK DIESEL - FRIDAY

1	UP IN SMOKE	JOSHUA DEETER	COOPERSTOWN, PENNSYLVANIA
2	OVERSIZE LOAD	BRAD DEETER	BURGETTSTOWN, PENNSYLVANIA
3	CUMMINS KILLER	WESLEY KUSILEK	RIVERS FALLS, WISCONSIN
4	SMOKINYA HD	ERIK STACEY	WINCHESTER, OHIO
5	BIG BAD DODGE	CHRIS RYAN	ZEPHYR, TEXAS

ARP SUPER STOCK DIESEL - SATURDAY

1	SMOKINYA HD	ERIK STACEY	WINCHESTER, OHIO
2	OVERSIZE LOAD	BRAD DEETER	BURGETTSTOWN, PENNSYLVANIA
3	SCHEID DIESEL-BI	BRAD INGRAM	FARING, ILLINOIS
4	ON BORROWED TIME	SHAWN HODGES	AVELLA, PENNSYLVANIA
5	ALTER EGO	MATT CLEMONS	WAKEMAN, OHIO

OPTIMA BATTERIES SUPER MODIFIED 2WD TRUCKS

1	AFTER MIDNIGHT	JOHN MUMMA	PHILO, ILLINOIS
2	SPEEDCO MIDNIGHT GAMBLER	JEREMY NELSON	SIDNEY, ILLINOIS
3	RIDIN DIRTY	KEITH LONG	GLASGOW, KENTUCKY
4	BIG ED RED	DONNIE SULLIVAN	WARSAW, KENTUCKY
5	THOR	JIM MATTINGLY	BARDSTOWN, KENTUCKY

Continued on page 160

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Stock-18% Street/Race applications
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Dragon Fire



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Silverbullet-62, 64, & 66mm

6.7L WASTEGATES

The new external wastegate setup will be a great addition to the 6.7L twin kit. It is designed to reduce engine damaging drive pressure. The exhaust gas is vented to the hot pipe of the larger turbo, which allows more efficient boost.

2ND GEN COMPOUNDS

Add a turbo to your phatshaft turbocharger. We offer this kit for the 1994-02 Dodge Cummins. It is great for the weekend warrior in need of more towing power. With this compound kit you will experience quick spool up and very low exhaust gas temperatures. We also offer this kit with an S480 for higher horsepower applications.

COMPOUNDS FOR: LB7, LLY, LBZ, LMM & LML

DURAMAX COMPOUNDS 2001-2012

This kit for the duramax motor utilizes the stock turbo for quick spool up and lower EGT's. With added fuel to you Dmax you will need to boost turbo pressure to match. The kit is complete and is capable of over 600hp. We offer kits for the LB7, LLY, LBZ, & LMM.

INJECTORS

DODGE CUMMINS 1989-2011

Dragonflow

CR NOZZLES 2003-2011

We use the best extrude honed and EDM processes available on the market today. We use both processes to perfectly match nozzles to any customers needs.

24V CUMMINS INJECTORS 1996.5-02

We use the new bosch injectors to maintain quality and bypass the hassle of a core charge. We offer tow performance to competition size injectors.

CHEVY DURAMAX 2001-2011

DODGE CR INJECTORS

We offer injectors for your 2003-2011 common rail dodge cummins pickup. They range from a 60hp upgrade to 300+ hp injector.

12V CUMMINS INJECTORS

Stock replacements to custom sled pulling/drag racing injectors. So if you are in need of some serious horsepower than we have the 12v injector for you.

DMAX NOZZLES 2001-2009

We use the best extrude honed and EDM processes available on the market today. We use both processes to perfectly match nozzles to any customers needs.

DURAMAX INJECTORS

We offer injectors for your 2001-09 duramax pickup. They range from a 60hp upgrade to 300+ hp injector.

FORD 7.3L INJECTORS 1997-2003

Stock-we offer Reman and new injectors
Stage one-60hp over stock (120cc)
Stage two-80hp over stock (160cc)
Stage three-Capable of 500 rwhp (230cc)
Stage four-Capable of 600 rwhp (285cc)
Stage five-600+ rwhp (400cc)

FORD 6.0L INJECTORS

We offer Alliant Power stock replacement and upgraded injectors for ford 6.0L's.
Stage one-50hp over stock (175cc)
Stage two-80hp over stock (190cc)
Stage three-capable of 500 rwhp (225cc)
Stage four-capable of 600+ rwhp (285cc)

Also Available

295cc Hybrids - 380cc Hybrids
350cc Hybrids - 450cc Hybrids

FORD 6.4L INJECTORS

Our race series 6.4L Power Stroke injectors are built with new Siemens injectors. Race series injectors provide a boost in engine performance and come in many upgraded sizes.

DMAX TURBOS 2004.5-2010

Powermax upgrade turbos are a direct fit for your 2004.5-2010 Duramax pickup.
Stage one-capable of 500hp
Stage two-capable of 575hp

6.0L FORD TURBOS

Stock-remanufactured for stock applications.
Upgraded remanufactured with a larger compressor wheel. Up to an additional 175hp over stock.
Powermax: Brand new from Garrett. Supports up to an additional 175hp over stock

7.3L FORD TURBOS

Stock-remanufactured for stock applications.
Hybrid GT199-It is built with a quicker spool up exhaust housing and the non-surgling compressor wheel.
GT199-88mm GT compressor wheel provides 33% more flow than the stock wheel. 1.00 A/R turbine housing, ported shroud housing.



6.4L FORD TURBOS

Stock-remanufactured for your 2007-09 Ford Powerstroke.
One year limited warranty.
Powermax 6.4L Powerstroke: The 6.4L hybrid turbo is a remanufactured turbo that has been upgraded with larger compressor wheel (71mm & 57mm) This upgrade is good for 750 rear wheel horsepower

6.0L COMPOUNDS

Powermax 6.0L Compound: Uses a phatshaft 62/70 with a Borgwarner S474. Comes as a complete kit to install on your 6.0L Powerstroke truck. Very quick spool up and low exhaust gas temperatures.
1000hp Twin Turbo 100: Uses our Silverbullet 66/80 with a Borgwarner S480 turbo. Comes as a complete kit to install on your 6.0L Powerstroke truck. Great for extreme drag racing and competition sled pulling.



6.7L COMPOUNDS



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Continued from page 156

Alongside the somewhat stock looking pickup trucks, you've got super-modified pickups, Pro Stock tractors, Super Farm Tractors, and more. You won't believe it if you've never seen a tractor powered by four Hemis snarling and spitting while dirt flies out from under the massive tires.

Racing wasn't the only action on Saturday, as the hugely popular bikini contest (with a \$1,000 prize) took place during a break in the action. Lots and lots of brave women lined up in their bikinis (and more often than not, cowboy boots) for the ogling crowd. It seemed like the rest of the facility was empty during the bikini contest.

Dennis and Sheila Perry, owners of TS Performance and hosts of the Outlaw event, are to be congratulated on their success and their willingness to continue to improve the event with changes and modifications every year. For 2015, they even managed to keep the rain (mostly) at bay so that all the events could be fully completed. Our hats are off to you guys!



One of the great things about a truck show is that you can see what other people are doing and get great ideas for yourself.



There's a lot of freedom to park where you want at the show 'n' shine, with some truck owners choosing to stay up on the ridge overlooking everything else.



SHOW-'N'-SHINE RESULTS

BEST OF SHOW

RICKIE LOCK, ORANGE AND GRAY '04 FORD F-250

BEST DODGE

JACOB NEUENSCHWANDER, WHITE '04 DODGE RAM WITH GRAPHICS

BEST GM

JAY BYRN, BLUE '90 GMC SIERRA 1500 (DURAMAX SWAP)

BEST FORD

BURGESS HOLT, BLACK '97 FORD F-250

BEST ENGINEERED

JOHN BARNES, WHITE '02 FORD F-250 (DT360 SWAP)

BEST ENGINE

DARRELL REESE, RED '85ish DODGE RAM

BEST INTERIOR

RYAN STAKES, WHITE '11 DODGE RAM 2500

BEST SUSPENSION

CODY MARTIN, WHITE '05 DODGE RAM 2500

BEST PAINT

TREVOR SELINGER, RED AND SILVER '01 FORD F-250



Cody Martin's '05 Ram took home a trophy for Best Suspension. The air ride from Kelderman is very plush on the road (yes, he drives it!).



American Force wheels brought its newest show truck to Kentucky, all the way from Florida.

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PERFORMANCE
IS NO FLUKE.
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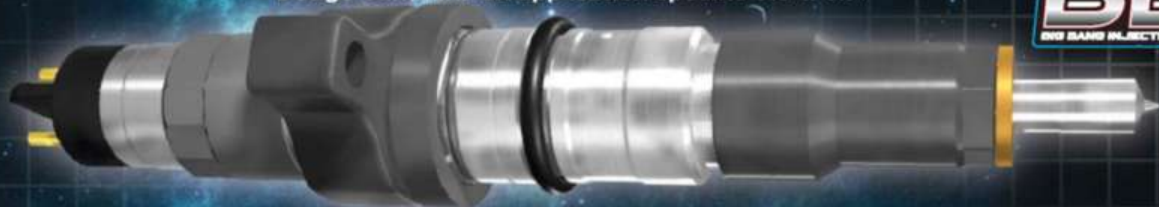
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Hand built precision utilizing leading edge processes. No rattle. More power range. Less smoke per available HP. Big Bang Injection utilizes hydro erosion for nozzle symmetry, as opposed to industry standard abusive abrasive media. No injector components are damaged, nor is injector life shortened, in the manufacturing process at BBI.

Cleaner, leaner & meaner injectors from Big Bang Injection. The ONLY injector GUARANTEED not to rattle. Designed to go the distance and beyond.

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Dodge Adjustable Track Bar/DAT - Applications include 1994-2012 4X4 stock height & lifted trucks. Powder coated finish, long lasting polyurethane bushings.



Dodge Non-Adjustable Track Bar/DNT - Applications include 1994 - 2002 4X4 NON lifted trucks. Requires use of TBK. Eliminates weak OEM track bar.



Dodge Steering Stabilizer/THE ORIGINAL DSS - (Darin's Steering Stabilizer) Everything else is just a COPY. 1994-2012. "Makes your truck steer like it should"



Track Bar Conversion Kit/TBK - 1994-2002 4X4 Used in conjunction with the DAT or DNT, eliminates weak OEM track bar. Improved handling/longer life.

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Your impression of a tractor will change after you attend a sled pull.



The crowd turnout on Thursday might not have been as big as previous years, but hey, it's a Thursday! Lots of racers made the trek, and the spectators turned out aplenty on Friday and especially Saturday.



Even the vendors' big rigs were impressive. Complete Performance travels in style.



The line for tech inspection was long, but it moved super fast.



Major companies such as Scheid Diesel make the trip to Kentucky to show off their wares to the racers and general public.



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SAVE 62%

\$299 REG. PRICE \$7.99

Batteries included.

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13 PIECE 1/2" DRIVE DEEP WALL IMPACT SOCKET SETS
YOUR CHOICE! SAE METRIC
LOT 67903 LOT 69280/69333 LOT 67904/69279
69560 shown 69332/69561

SAVE 60%

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PITTSBURGH

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SUPER COUPON

6 TON HEAVY DUTY STEEL JACK STANDS
LOT 69596
61197/62393
38847 shown

SAVE 50%

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SAE LOT 69043 42304 shown
METRIC LOT 42305 69044

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drillmaster 1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)
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62340/62546

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12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW WITH LASER GUIDE
CHICAGO ELECTRIC
LOT 61776
61969/61970
69684 shown

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20% OFF

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WOW SUPER COUPON

2.5 HP, 21 GALLON 125 PSI VERTICAL AIR COMPRESSOR
CENTRAL PNEUMATIC
LOT 67847 shown
61454/61693/62803

SAVE \$70

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MIG-FLUX WELDING CART
LOT 60790/90305
61316/69340 shown

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HaulMaster
LOT 62515
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• 350 lb. Capacity

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FREE

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PITTSBURGH 6 PIECE SCREWDRIVER SET
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62583/62728/47770 shown

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PITTSBURGH RAPID PUMP® 3 TON HEAVY DUTY STEEL FLOOR JACK
LOT 69227/62116/62584
62590/68048 shown

SAVE \$80

\$7999 REG. PRICE \$159.99

• Weighs 74 lbs.

11258715

SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100
HARDY
LOT 68496/61363
LOT 68497/61360
LOT 61359
68498 shown

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7 FT. 4" x 9 FT. 6" ALL PURPOSE WEATHER RESISTANT TARP
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**SUPER COUPON**Customer Rating
★★★★★**12,000 LB. ELECTRIC WINCH
WITH REMOTE CONTROL
AND AUTOMATIC BRAKE****OFF-ROAD****SAVE
\$300**LOT 61256
60813/61889
66142 shown**\$299⁹⁹**

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SUPER COUPONCustomer Rating
★★★★★**2500 LB. ELECTRIC WINCH WITH
WIRELESS REMOTE CONTROL****ATV**Customer Rating
★★★★★LOT 61258 shown
61840/61297/68146**\$49⁹⁹**

REG. PRICE \$149.99

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WOW**SUPER COUPON**Customer Rating
★★★★★**44", 13 DRAWER
INDUSTRIAL QUALITY
ROLLER CABINET****US GENERAL****SAVE
\$330****AWARD
WINNING
QUALITY****\$369⁹⁹**

REG. PRICE \$699.99



• Weighs 245 lbs.

LOT 69387/62270/62591/62744/68784 shown

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WOW**SUPER COUPON****SAVE
\$80****900 PEAK/
700 RUNNING WATTS
2 HP (63 CC) 2 CYCLE
GAS RECREATIONAL
GENERATOR**LOT 60338
62472
69381 shown**NEW**

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WOW**SUPER COUPON****4 PIECE 1" x 15 FT.
RATCHETING TIE DOWNS**

LOT 60405/61524/62322/90984 shown

\$7⁹⁹

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**SAVE
60%**

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**WIRELESS WINCH
REMOTE CONTROL****SAVE
62%****\$29⁹⁹**

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LOT 61474
69229 shown

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**OFF-ROAD LONG-RANGE
TRUCK LIGHT SYSTEM**

LOT 3029

**SAVE
37%****\$24⁹⁹**

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**PITTSBURGH
42" OFF-ROAD/
FARM JACK**

LOT 60668/6530 shown

• 3-1/2 Ton Capacity

**SAVE
38%****\$39⁹⁹**

REG. PRICE \$64.99

**WOW****SUPER COUPON****20 TON
SHOP PRESS**

LOT 32879/60603 shown

• Pair of Arbor
Plates included**\$154⁹⁹**

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\$145**

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WOW**SUPER COUPON****1/2" INDUSTRIAL QUALITY
SUPER HIGH TORQUE
IMPACT WRENCH**LOT 62627
68424 shown**SAVE
\$55****\$74⁹⁹**

REG. PRICE \$129.99

• 700 ft. lbs.
Max. Torque

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YOU'VE GOT QUESTIONS? WE'VE GOT ANSWERS!



WELCOME TO TOP TECH QUESTIONS. One of our favorite forms of reader communication is tech questions. Our Top Tech section is a place where you ask what's on your mind, and we answer. Send us an email at dieselpowertech@enthusiastnetwork.com and ask away!

PROGRAMMER REQUEST

QUESTION: I have a '13 Mercedes GLK 250 diesel, and I'm wondering if there is a suitable tuner available for this model. Thank you for your help.

Pat Carroll

Kamloops, British Columbia, Canada

ANSWER: There are actually a few options for your Mercedes, although using one might take a bit of out-of-the-box thinking. In the United States, there are very few tuners

available for the Mercedes GLK. And finding something for a vehicle as new as a '13 model is also a challenge, thanks to advanced electronics, DPFs, and urea injection. But it's not hopeless. Being from Canada, your 'Benz's ECU might not be the same spec as the U.S. models, so there's a chance pressure boxes such as those from Brabus (brabus-usa.com) or Burger Motorsports (burgertuning.com) will work. These pressure boxes raise injection pressure, which adds fuel and increases power. If you do decide to go the electronic route, we strongly recom-

mend calling around to make sure these boxes are compatible with your year, make, and model.

If you don't want to manipulate the engine-management system, water-methanol injection or nitrous oxide can also add power to your diesel, independent of any computer tinkering. Although we've seen gains from nitrous, for a mild application such as yours, we suggest you go with water-methanol injection. The mixture will help increase power and control detonation. In some cases, it may even reduce diesel smoke and actually improve emissions levels.



Water-methanol injection is an easy way to raise the power level of any diesel engine. The methanol burns as extra fuel, which makes power, while the water mixture (normally about 50 percent) helps resist pre-ignition. Normal power gains are anywhere from 25 to 100 hp, depending on engine size and application.

VP44 OR P-PUMP?

QUESTION: I want to know whether buying a truck with a P-pumped, 12-valve Cummins engine would be a wiser, more reliable choice than going with a VP44-pumped 24-valve. I will be living in Mexico where diesel is of lower quality and parts are harder to come by. Is one more reliable than the other?

Spencer Ross

San Diego, California

ANSWER: If you're going to be running questionable fuel, looking at an older diesel is a good choice. By the time you replace the pump,

injectors, lines, and everything else, a common-rail-injected diesel can be anywhere from 5 to 10 times as expensive as a mechanical one. Either a '94-to-'98 12-valve or '98-to-'02 24-valve Dodge Ram will be able to run on today's modern low-sulfur, high-sulfur, or even somewhat contaminated diesel fuels. Still, both the 12-valve and 24-valve trucks have problems that need to be addressed before going off to Mexico.

We've heard tales of 12-valves running on everything from used motor oil to transmission fluid for years, so the 12-valve's injection system is pretty forgiving. What does need to be addressed on these engines is a problem

known as "the killer dowel pin." Inside the front gearcase on a 12-valve is a locating pin that goes into the block. Over many years, this pin can work itself loose and fall into the engine's geartrain. Since the pin is steel, it often gets shot right through the aluminum gearcase by one of the engine's drive gears, which will create a huge oil leak. In rare cases, the pin can even jam the engine's gear drive system, resulting in huge amounts of damage. Either way, the killer dowel pin is definitely a reliability issue you should address before heading off to Mexico.

Continued on page 170



MONSTER

ENERGY

LIMITED EDITION

OFF ROAD WHEELS



MORE AIR = MORE POWER!

LARGE MAIN
OPENING

CLEAR INSPECTION
WINDOW

1000 CFM
SEVERE-DUTY FILTER

MASSIVE
8" TOP/BASE X 10" TALL FILTER

10-LAYER
WASHABLE/REUSABLE
FILTER

SCREEN-REINFORCED
FILTER

STAINLESS STEEL
T-BOLT CLAMPS

PLUGGABLE AUXILIARY
AIR SCOOP



MANIFOLDS



INTERCOOLERS

ALSO AVAILABLE FOR:
CUMMINS • POWER STROKE

CHEVY 6.6L DURAMAX

MOMENTUM™

**6" TO 3½" CAD
OPTIMIZED TUBE**

**INNOVATIVE
HOUSING/FILTER
INTERFACE**

ADDS UP TO:

+20 HP
+57 LB
FT

1,000CFM AIR FILTER*

**HI-TEMP
SILICONE
COUPLER**

aFe 50-74004

333 CFM

Stock

234 CFM

42%
MORE FLOW

FLOW MEASURED @ 1.5" H₂O

* = 1000cfm @ DP = 3.6" H₂O



TURBOCHARGERS



4" & 5" EXHAUST SYSTEMS



855-984-1671 or aFepower.com

Continued from page 166

With or without lower quality fuel, injection pump failure is relatively common for the 24-valve engines in '98½-to-'02 Dodge Rams. Injection pumps for these trucks aren't cheap (around \$1,200, plus labor), but they are plentiful, thanks to the VP44's high failure rates. These pumps usually last around 150,000 miles or more before they die, so many VP44-equipped trucks have already had their pumps replaced and should be good for another 150,000 miles or more.

Whichever route you decide to go (12-valve or 24-valve), you're probably choosing two of the more reliable diesels out there, and either choice should suit you fine when you're across the border. You might also want to consider adding a good fuel filtration system to whichever truck you buy to protect your investment against possible contaminants that may be in the diesel you use over there.



Industrial Injection is one of the best known suppliers for replacement VP44 injection pumps, which are available in either stock or hot-rodded versions.

BRING ON THE TORQUE!

QUESTION: I have an '04 GMC 2500HD with the Duramax LB7 engine. I would like to pick your brain about what would be the best and most reliable way to squeeze more torque out of the engine. I'm not craving horsepower, I'm in it for torque because I pull a 35-foot camper a lot. My truck now is completely stock and has 149,000 miles on it.


Eli Lawson
via email

ANSWER: When discussing horsepower and torque, one of the first things to keep in mind is they're both closely associated with each other, probably more than one would think. Horsepower and torque curves will always cross (the numbers will be the same) at 5,252 rpm. The reason diesels have such high torque numbers is because they'll rarely reach this engine speed. In fact, they usually make peak power at around 2,500 to 3,500 rpm, which means the engine's torque-to-horsepower ratio would be nearly two to one.

Fortunately, the way diesel engines operate makes it very easy to increase torque in most cases, simply by turning up the fuel. Adding fuel not only increases power, it also spools the turbocharger at a quicker rate, again, raising the torque. In factory form, an LB7-powered truck makes roughly 250 rwhp and 510 lb-ft of torque, which are values that

can easily be bumped up with a tuner. Even in emissions-overconscious California, there are tuners for LB7s that can add more than 100 hp and 200 lb-ft of torque, which should give you that torque boost you're looking for.

If you're in an area with relaxed emissions laws, or if you own an engine-swapped truck or a competition vehicle, max-effort race tunes of up to 490 rwhp and more than 900

lb-ft of torque can be installed. At this point, the truck's stock fuel system, turbocharger, and transmission will all be tapped out (oddly enough, all at about the same point), and they'll need to be upgraded. So, whether you decide on just a mild programmer or an all-out power tune, adding an extra 200 to 400 lb-ft of torque to your Duramax should be no problem. 



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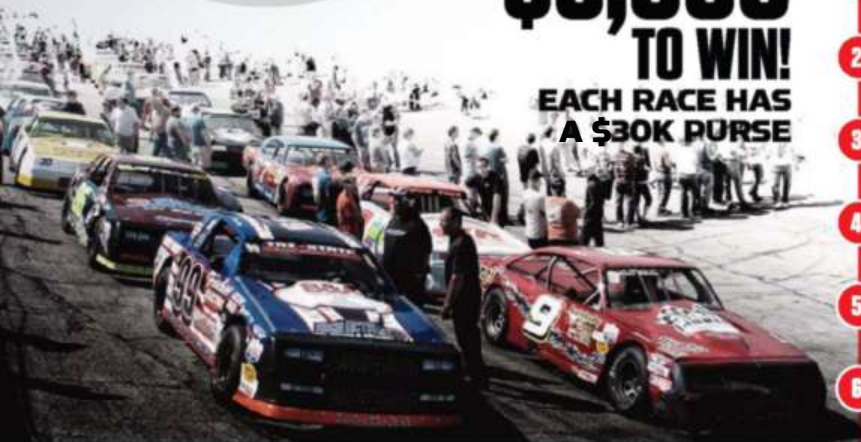


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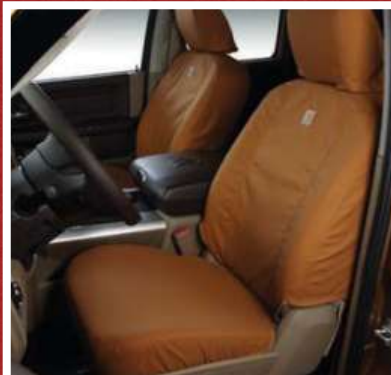
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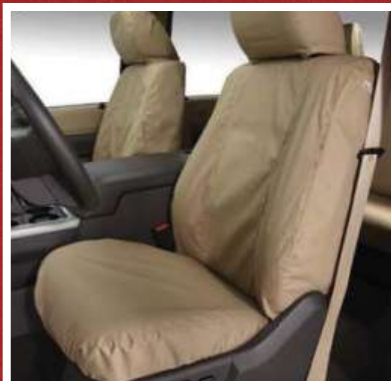
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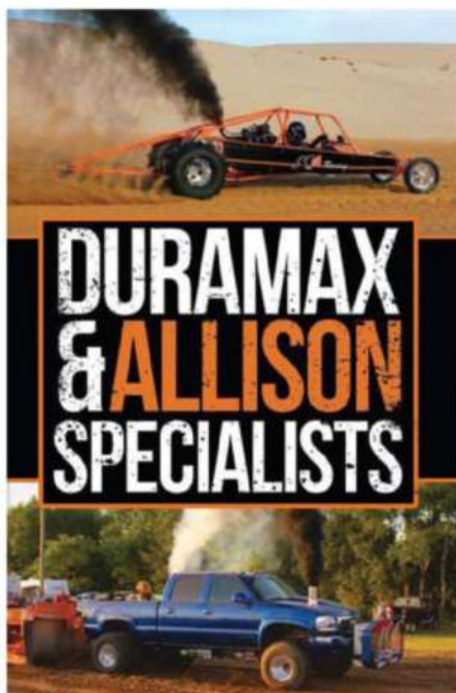


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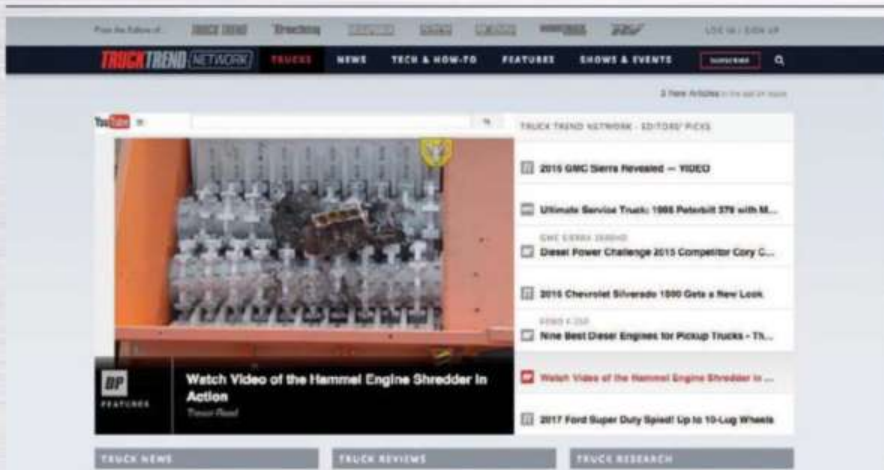
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